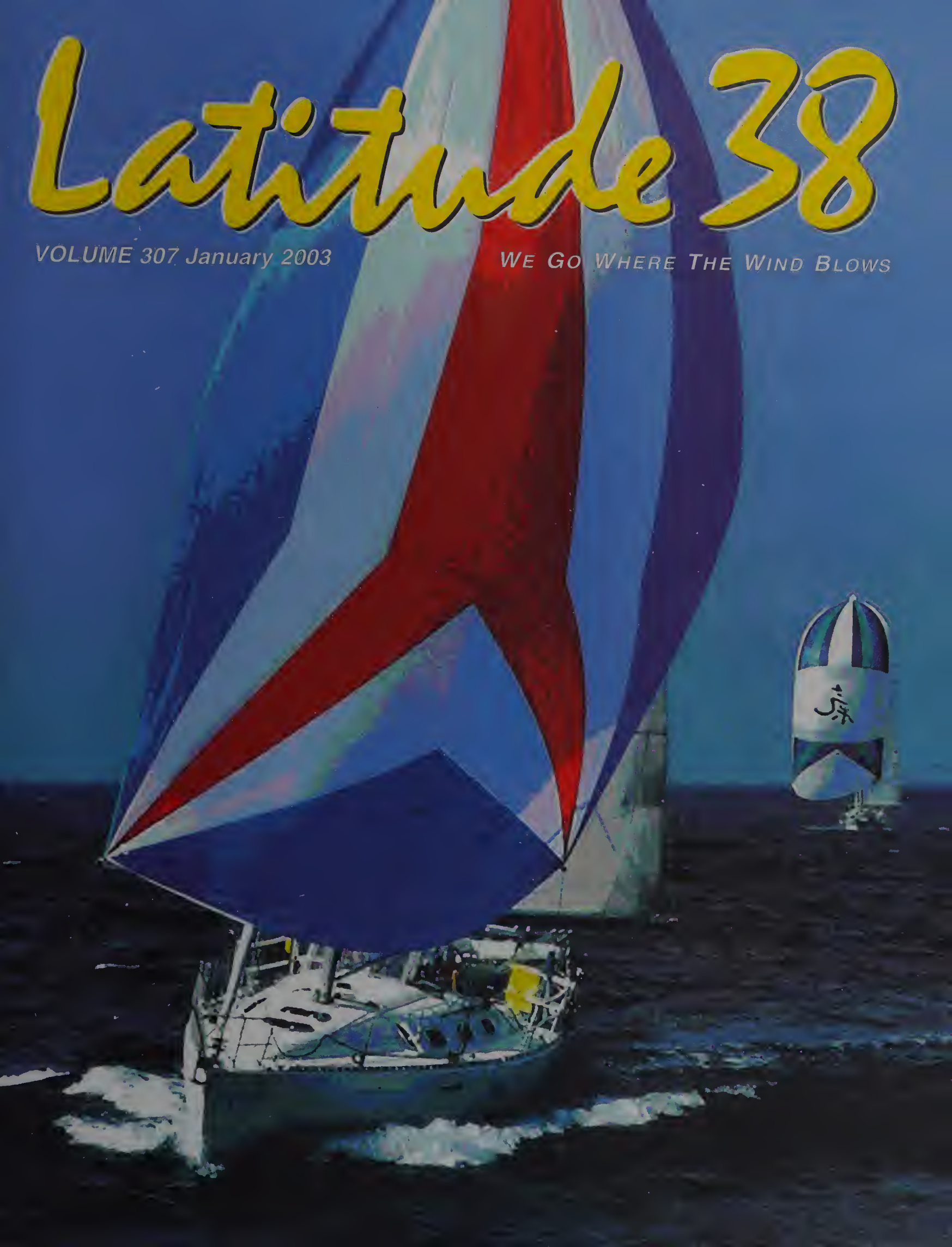


Latitude 38

VOLUME 307 January 2003

WE GO WHERE THE WIND BLOWS



ESCAPE TO AN EXOTIC ISLAND



If you are like the rest of us you might have to settle for something a little closer, like Grand Marina in Alameda. Grand Marina offers state of the art Marina Services.

We invite you to check out what Grand Marina and the beautiful island of Alameda have to offer. Be sure to reserve your spot at Grand Marina in advance by calling 510-865-1200

YOU'LL FIND:

- Heated & tiled restrooms with individual showers
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 - Over 400 concrete berths 30 to 60 feet
- AND MORE...**

DIRECTORY of GRAND MARINA TENANTS

Alameda Prop & Machine	149
Bay Island Yachts	8
Craig Beckwith Yacht Sales	16
Diesel Fuel Filtering	90
Marine Lube	199
Mariner Boat Yard	75
Pacific Coast Canvas	85
Pacific Yachts Imports	14
Tim's Zodiac Marine	16



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ANDERSON-ENCINAL

510-865-1200

Leasing Office Open Daily
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www.grandmarina.com

You're Invited...

...to the newest and best sailmaking facility on the West Coast!

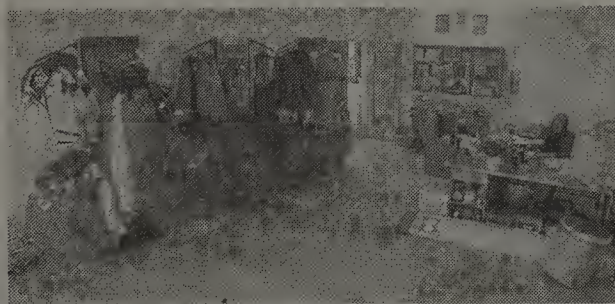
Step into our new office and you'll see more room to discuss new sails, evaluate repairs and browse through racks of Musto foul weather gear and Dubarry boots and shoes.

Walk onto our sailmaking floor, the largest in Northern California. Dozens of skylights add high quality diffuse light to the already well-lit space. An innovative recessed walkway along the back wall allows flush-mounted sewing machines and a table-level working surface.

Climb the stairs to our mezzanine where you'll see our computer controlled plotter/cutter on the vacuum table, along with an assembly table and a special roller-equipped seaming platform.

On the main floor a second 'trench' is dug out in the handwork area, allowing sails to be finished at floor level.

**AND... you are invited to our
Grand Opening / 30th Anniversary Party
Friday, January 10, 2003, 6-10pm (R.S.V.P.)**



Sails in need of repair may be dropped off at: West Marine in Oakland, Richmond or Alameda; BoatUS in Oakland or Syendsen's in Alameda.



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New Fax (510) 522-7700

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See Us at the Northern California Boat Show...

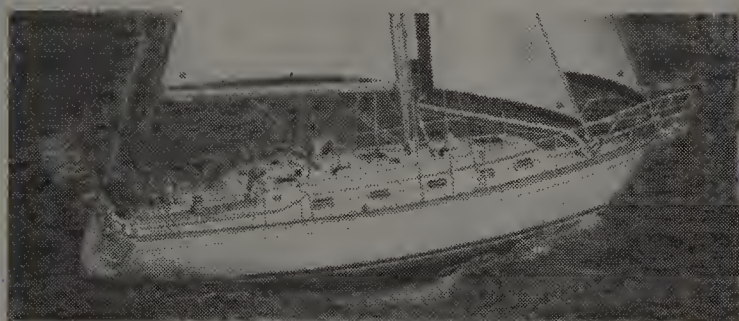
Indoors at the Pleasanton Fairgrounds January 24 – February 2

**If You Are Looking for
the Best, Start Here**



Island Packet 485

The new 485 is truly outstanding. The attention to detail is exceptional. You won't find better quality or value. This boat is absolutely first class.



Island Packet 380

This boat is the perfect cruiser for a couple to explore the world in comfort and safety; a great boat.

Check Out the Great Extra Value Packages



NEW

Beneteau 42CC TransOcean Express

The 2003 model has just arrived.



Beneteau 473

Order now for summer delivery.



Beneteau 361

The 2003 model will arrive next month.

Beneteau Gives You More... features, quality construction, sailing performance and value than other builders. As the world's largest builder, Beneteau can simply give you more for your money. During the Boat Shows you will get even more; with high value equipment packages that are carefully selected to enhance your enjoyment of each model.

New Year 🌊 New You 🌊 New Boat!

Another year is starting, another summer is coming, and another chance to live out your dreams is here. At Passage Yachts, your dreams are our business. We work hard to make your sailing dreams a reality. It is safe to say that, in 22 years of serving Bay Area sailors, we have facilitated more people to head for the horizon and follow their dreams than anyone else in the business.

We offer choices; not compromises, with six of the world's most reputable builders, 49 models and 122 years of combined experienced in the Bay Area sailing community.

**Start Your Sailing Year with a
Visit to Passage Yachts –
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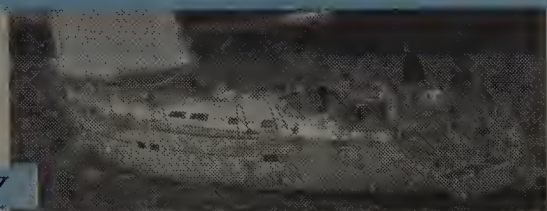
**Beneteau • Island Packet
Dehler • Wauquiez
X-Yachts • CNB • Custom
See Page 221 for Brokerage**

...And Passage Yachts' 6th Annual In-the-Water Show

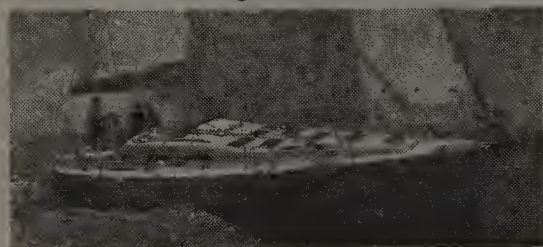
In-the-Water Boat Show at Passage Yachts February 14-16

On All Beneteau Models During the Shows

NEW



Beneteau 423 TransOcean Express
Arriving this month.



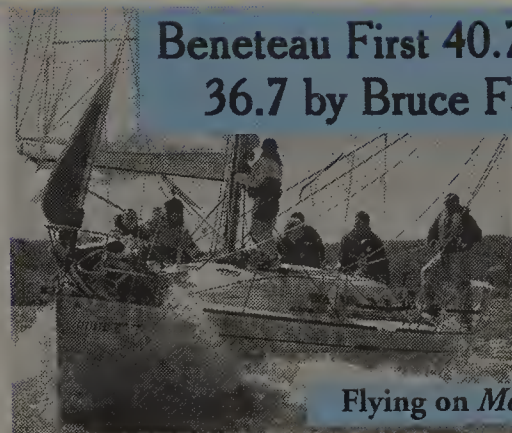
Beneteau 393
Arriving this month.



Beneteau 331
Arriving this month.

Examples of Equipment Package Values

473: Raymarine ST6000+ Autopilot Type 2	
Color Radar	\$11,900
393: Raymarine ST6000+ Autopilot Type 1	
GPS and Chart Plotter	\$8,945
331: Raymarine ST4000 Autopilot	
Raymarine ST60 Wind	\$3,795



Beneteau First 40.7 and 36.7 by Bruce Farr

Flying on Mojo

Beneteau First 40.7

Join our 17 boat local fleet! Ask anyone who has ever sailed one, the 40.7 is an awesome cruising boat and a world class racer. Join the fun. We love this boat!



At the U.S. Nationals

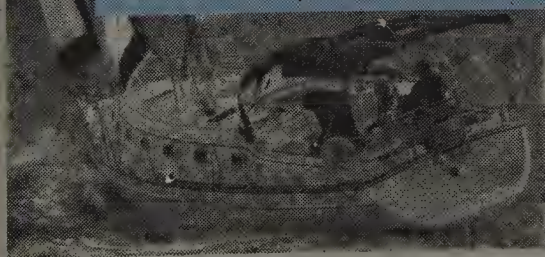
Beneteau First 36.7

Join our six-boat local fleet! With more than 350 boats sold since its introduction a year ago, an IMS World Championship title, and a U.S. National Championship, the 36.7 is another winner.

Fleet Building Packages for the Boat Shows!

If you purchase your new First 40.7 or 36.7 during the shows, you will get a special package that includes free electronics, spinnaker gear, carbon pole and 50% off your one design sails.

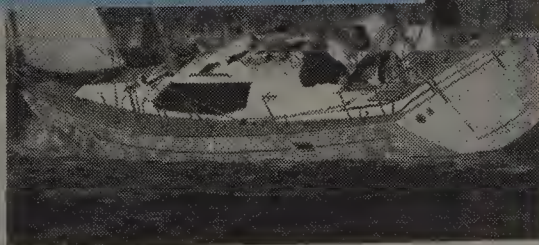
Save \$30,000 on These Inventory Closeouts!



Island Packet 420

Safe, elegant and swift; this rock solid yacht is the perfect liveaboard world cruiser.

Was \$332,070... Now \$302,000
2001 Model



Wauquiez 40 PS

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Was \$272,450... Now \$242,000
2001 Model


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email: sales @passageyachts.com

Hylas 46

Also available,
Hylas 49, 54, 54 Raised Saloon,
and the new 66

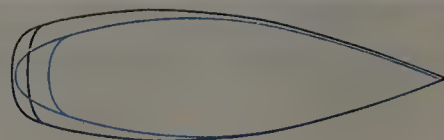


Hylas - Elegant at Anchor, Strong and Fast Offshore.

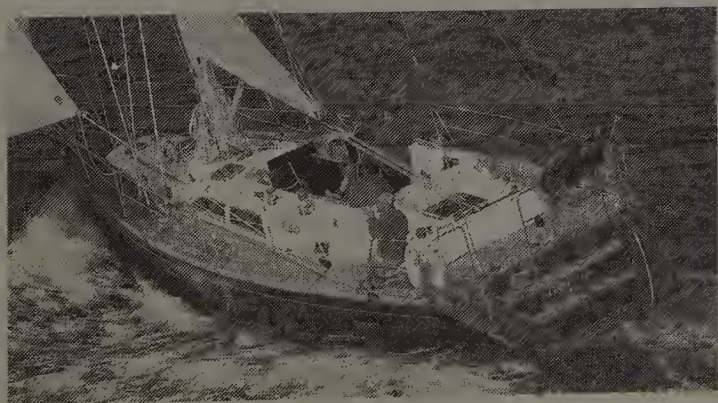
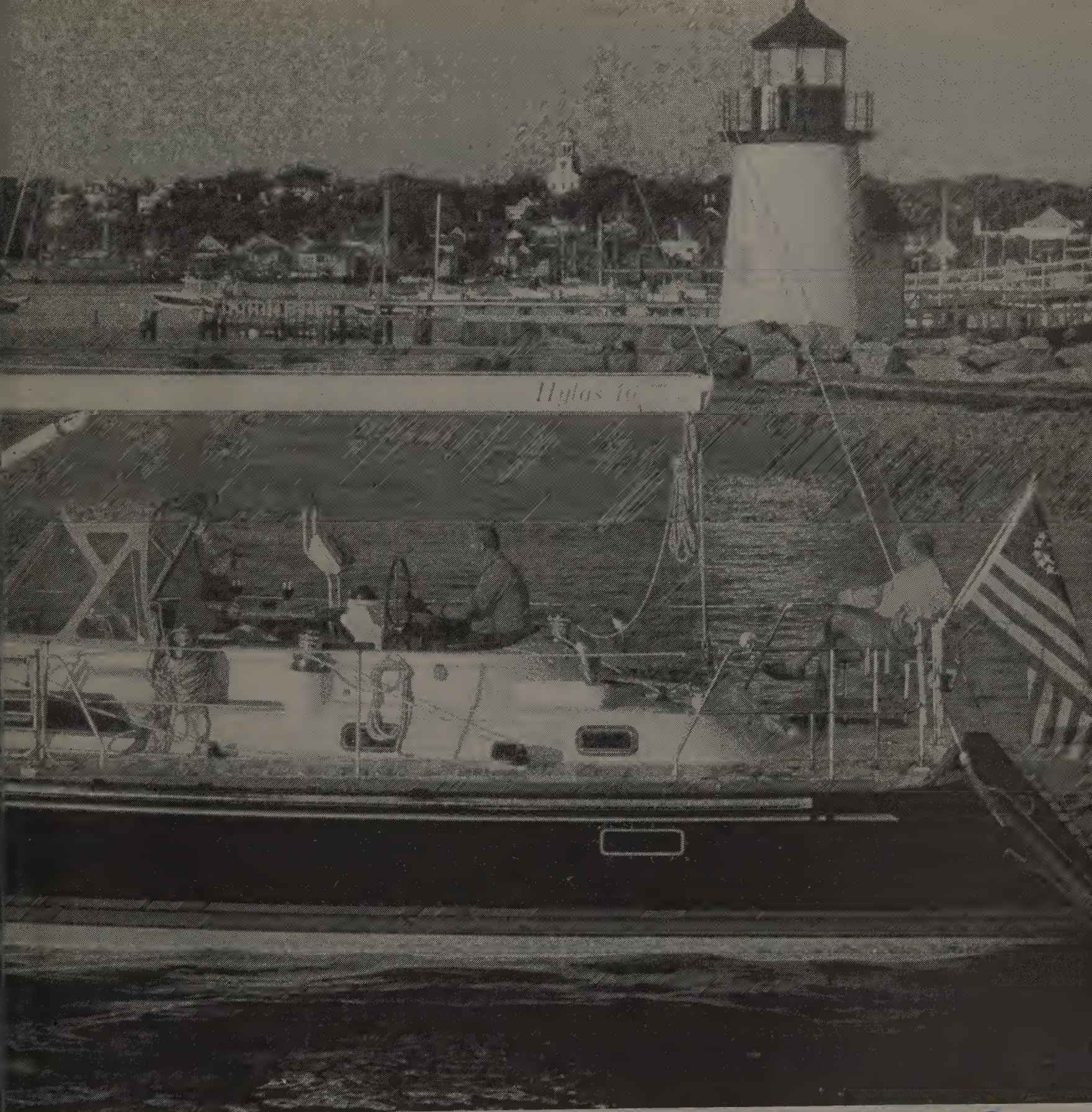


The design of a Hylas is exceeded only by the strength of our development program. Leading-edge thinking inspired by modern offshore racing designs can be found throughout our line. In the 46 pictured

above, a plumb bow and beamy aft sections deliver swiftness, power and stability, while maximizing space down below. There is more than ample room



*A Hylas offers beamier aft sections
than most other yachts (blue).*



for a luxurious owner's suite aft, beautifully finished in hand-chosen woods. Offshore comfort is further enhanced by the way we build our hulls. We invite your closer inspection of the Frers-designed Hylas 54 and 46. You'll find that no other yachts compete. On the water. Or on the drawing board.

Hylas

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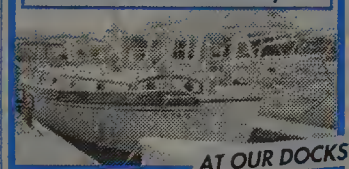
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43' YOUNG SUN CC, '82



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Solid center cockpit cruiser/liveaboard at a great price. Motivated sellers won't let this go now. \$89,000 (SISTERSHIP)

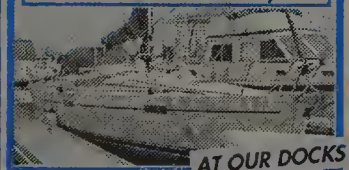
45' HARDIN KETCH, '82



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4 staterooms version in great shape. Ford Lehman 85 hp. New aluminum spars. \$125,000

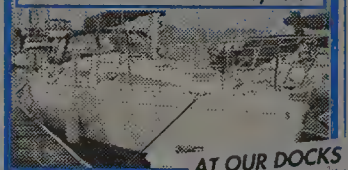
BEN. OCEANIS 390, '93



AT OUR DOCKS

Three-stateroom version. Clean with low hours on Yanmar diesel. New dodger.

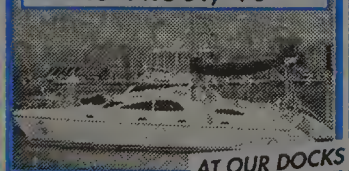
38' BEN. MOORINGS, '90



AT OUR DOCKS

Two-stateroom version. Recent upgrades include new full battens main, jib, spinnaker, radar and windlass.

45' PROUT, '96



AT OUR DOCKS

Well proven offshore cot. Family version with three staterooms and three heads. \$299,000.

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Cruise in style with 4-stateroom cat. 27' 6" beam gives you incredible moor salon for living and entertainment. \$530,000.

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33' ENDEAVOUR, '84	\$45,000
33' HUNTER 336, '96	\$79,000
34' ERICSON 34X, '78	\$27,900
37' TAYANA, '77	\$84,500
37' PROUT, '86	\$114,950
37' CREALOCK, '93	\$165,000
38' BENETEAU MOORINGS, '90	\$97,500
POWER	
38' PAN OCEANIC, '83	\$79,900
38' DOWNEAST KETCH, '75	\$60,000
38' INGRID GAFF-RIGGED KETCH, '80	\$89,500
39' BENETEAU OCEANIS 390, '93	\$95,000
40' NORTH AMERICAN, '78	\$65,000
43' YOUNG SUN, '82	\$89,000
45' HARDIN CC, '82	\$125,000
45' PROUT, '96	\$299,000
47' VAGABOND, '86	\$259,000
32' TROJAN, '78	\$39,900
26' GLACIER 8AY 260 DEMO	\$64,950

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Running before the wind during Leg Two of Baja Ha-Ha IX, the Beneteau First 36s7 'Vita é Bella' is chased by the Valiant 40 'Spirit Wind'.

Photo by Latitude/Andy

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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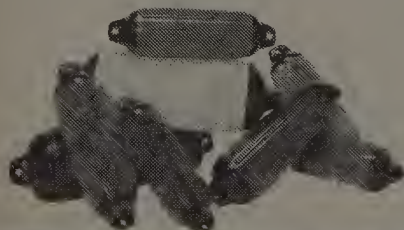
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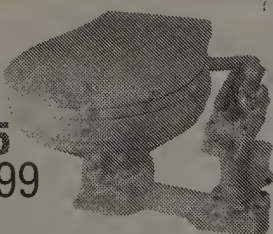
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Jabsco Manual Head

- Reliable, compact design for ease of use and simple maintenance
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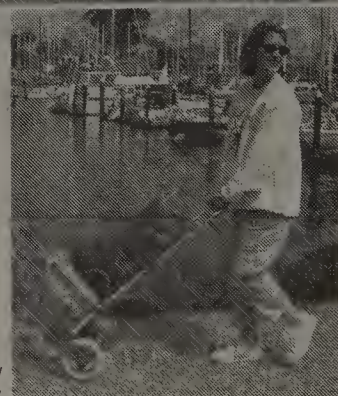
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- Haul anything easily to your boat—up to 275lb!
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- Lightweight and durable powdercoat steel frame and cast aluminum platform
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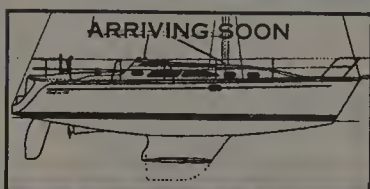


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NEW CATALINA 350



CATALINA 380

BROKERAGE SAIL/POWER



CAL 39



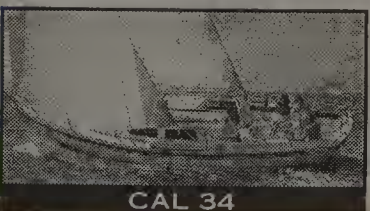
CATALINA 36



SPARHAWK 36



CATALINA 320



CAL 34



BERTRAM 31

BROKERAGE

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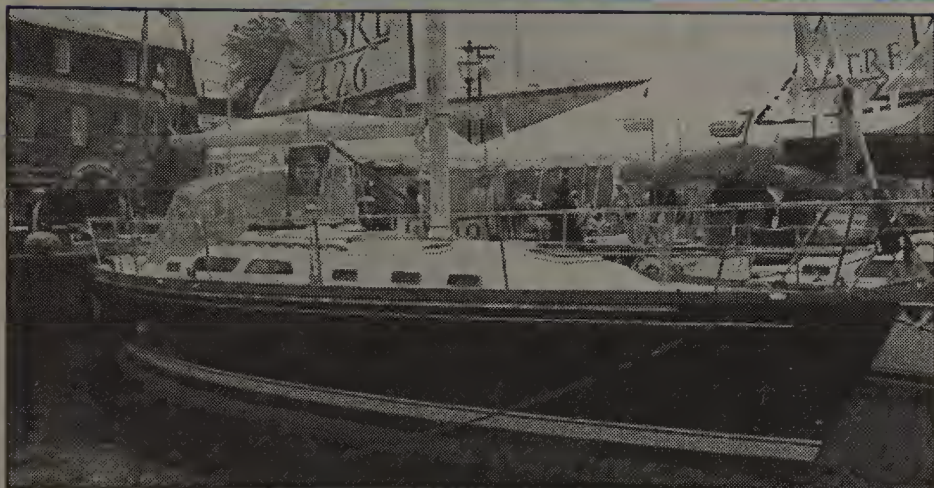
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Accommodates 7 in total luxury! Yanmar diesel, cherry wood interior, elegant blue hull, tapered mast, Vac-U-Flush system, stereo CD, 3-blade prop, Heart inverter, electric windlass, Harken roller furling, North full-batten main, North furling genoa w/foam luff, electric halyard winch, covers, more! Call for spec sheet!



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HURRY!

'96 - Sabre 402*

Sleeps 7, full electronics, inverter, Yanmar diesel, dodger, loaded! Beautiful boat at a great price ... offered at \$269,000.



TRADE!

'02 - Hunter 340*

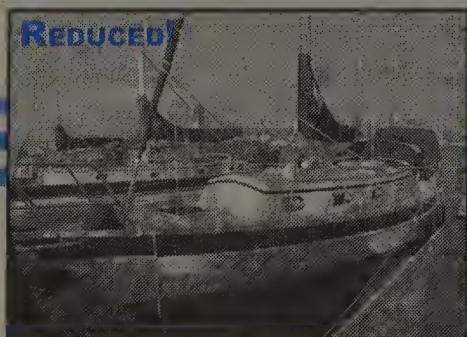
Super clean! Sleeps 6, Yanmar, autopilot, radar, plotter, speed/dist., dodger w/rails, cockpit cushions, Dacron sails! \$105,900.



SHOWS GREAT!

'91 - Hunter 37.5*

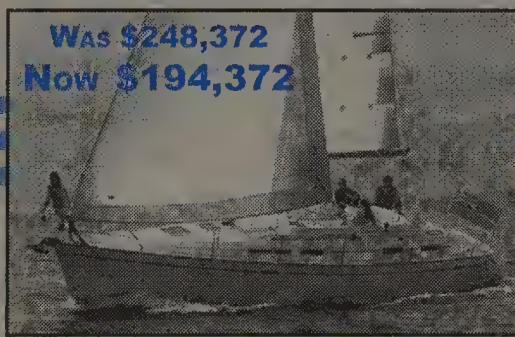
Great family cruiser! Yanmar diesel, autopilot, dodger, cushions, full-batten main, Hood furling, more! \$87,500.



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**Was \$248,372
Now \$194,372**

2001 - MOODY 38*

Cherry wood interior, upgraded Yanmar, B&G speed, depth, wind, furling genoa, leather, inverter, more!



**Was \$354,595
Now \$276,595**

2001 - TARTAN 4100*

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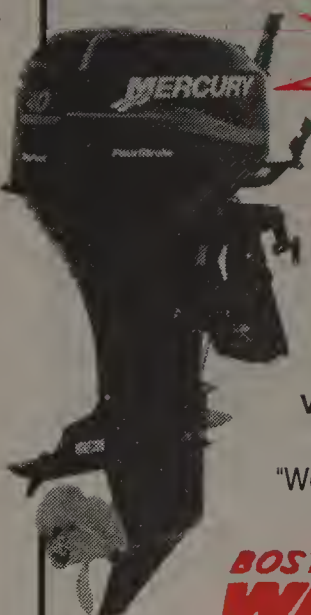


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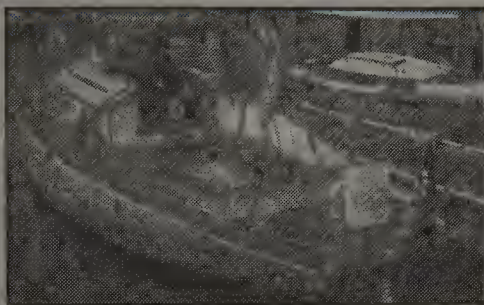
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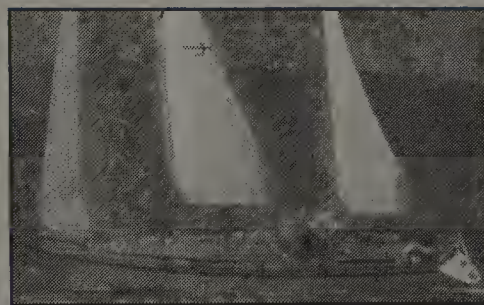
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Diesel, clean; Asking \$14,500



30' RAWSON, 1963

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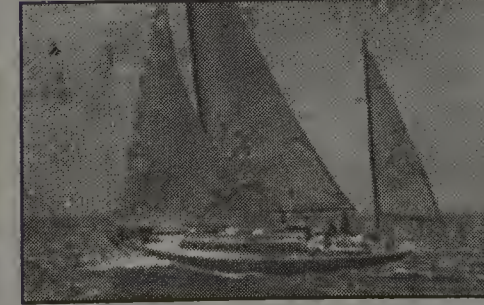
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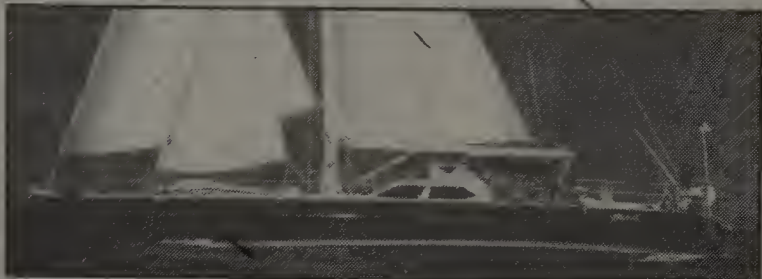


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58' TAYANA DECK SALOON Powerful and fast, this large cutter will accommodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway **\$475,000**

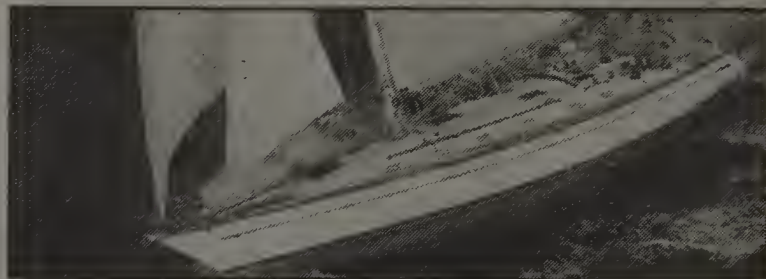


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Designed by Robert Perry, this bluewater cutter offers over 1,300 sq. ft. of sail and a waterline of over 40 ft. Two or three staterooms and easily handled by two people. Sailaway **\$330,000**

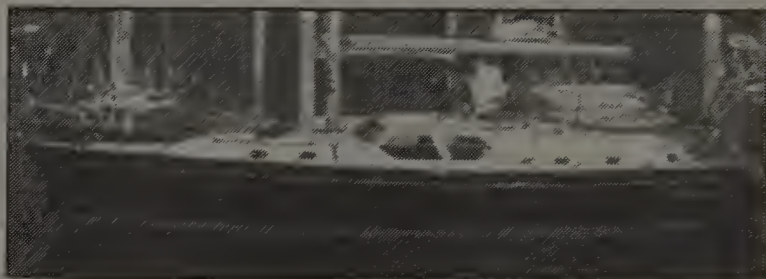
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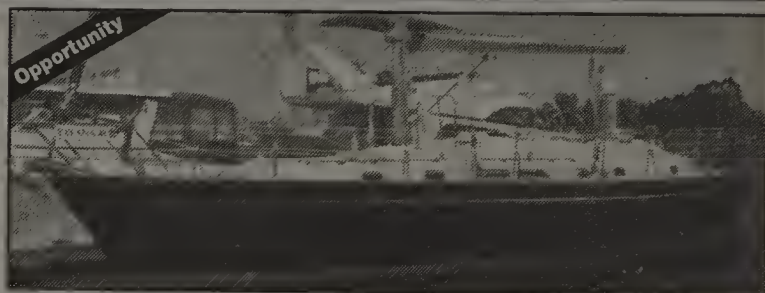
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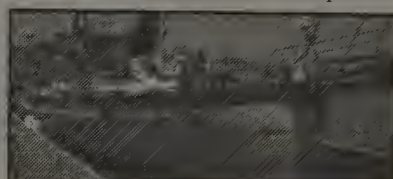
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Completely redone by owner. In prime condition. Very spacious. Beautiful hardwood interior. **\$270,000**



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1978 HANS CHRISTIAN 43 KETCH
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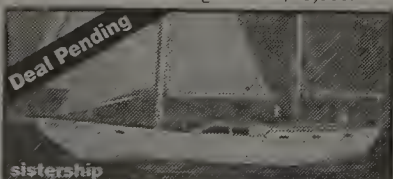


1984 ISLANDER 44. Unique opportunity to own an extremely well equipped, immaculate custom center cockpit. Must be seen! **\$118,000**

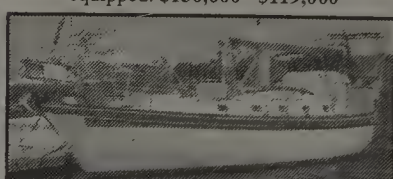


1976 HUNTER 30

Great starter boat. owner moving up. Diesel engine. Priced right at **\$14,000.**

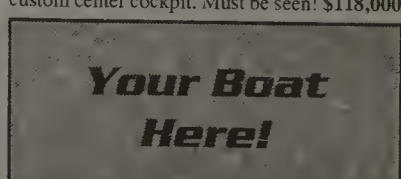


HARDIN 44. Lots of sails, good engine. Solid. Needs TLC. Price reflects brightwork/gen. maint. Mkt value should increase once these are addressed. **\$69,000!!!**



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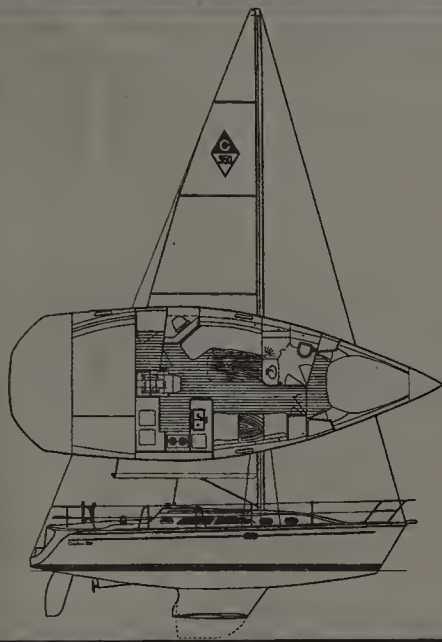
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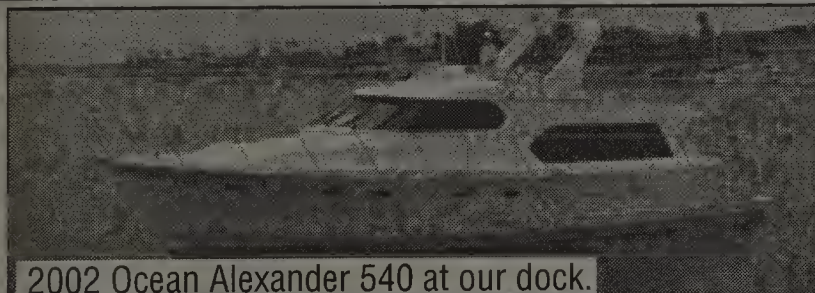


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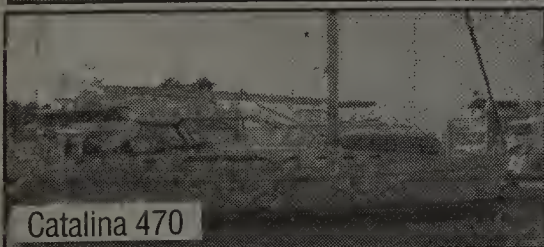
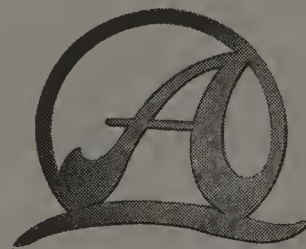
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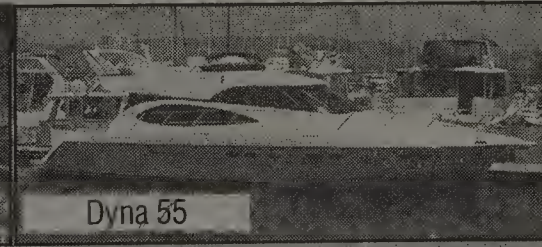
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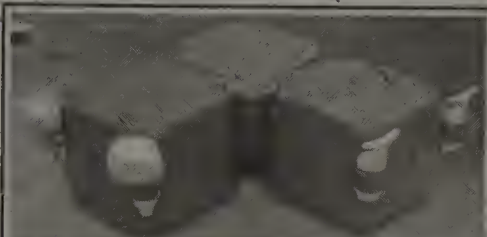
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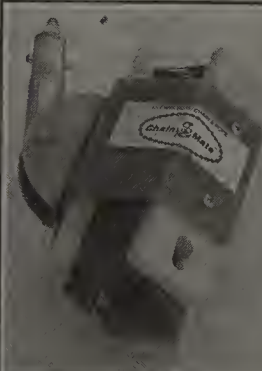
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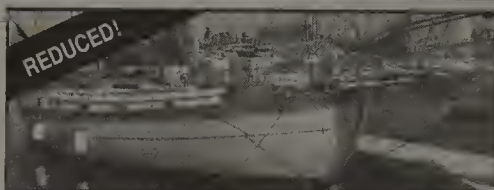


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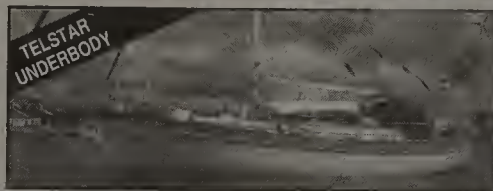
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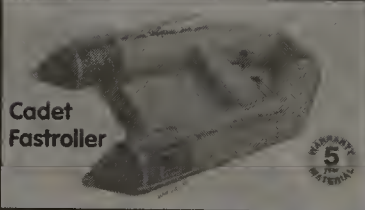
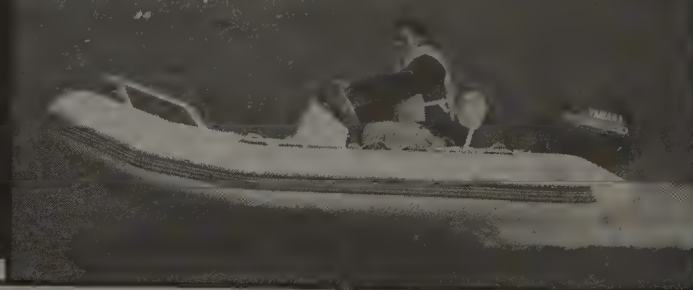
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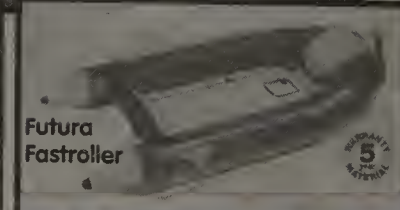
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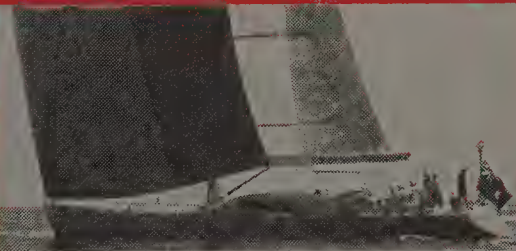
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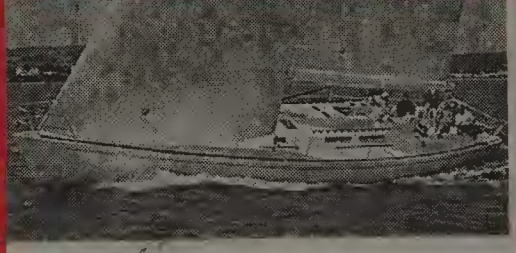
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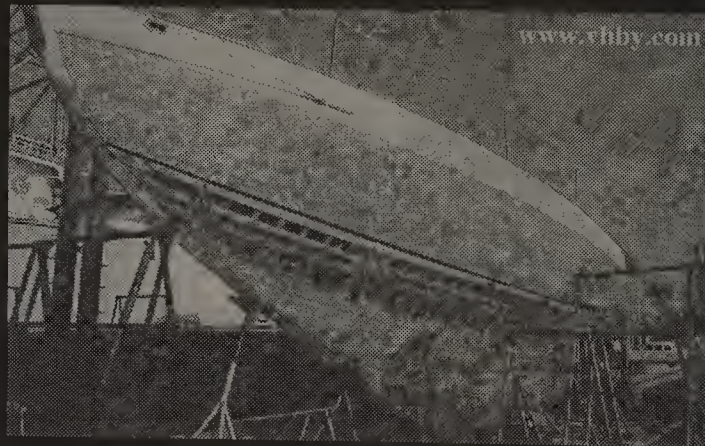
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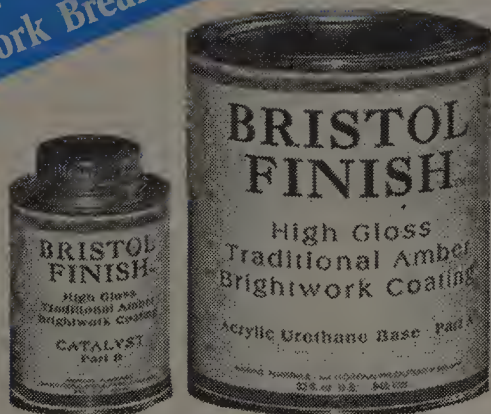
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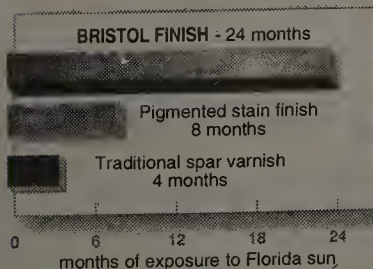
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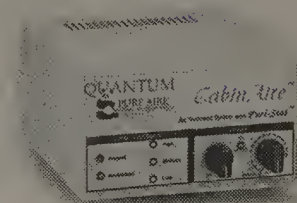
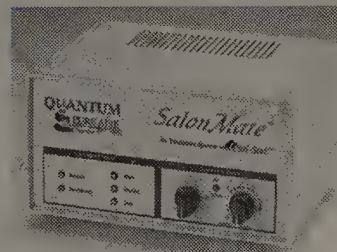
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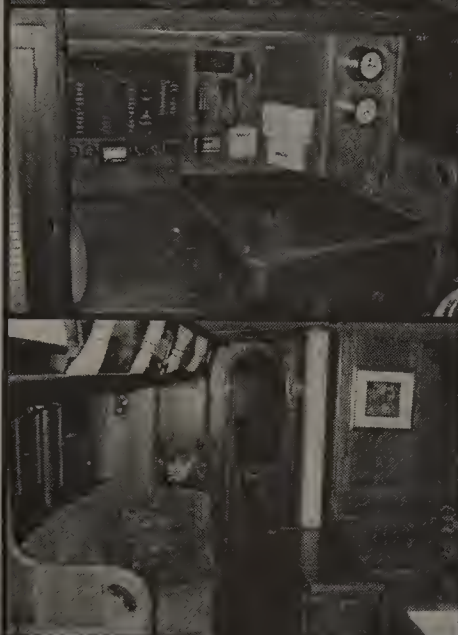
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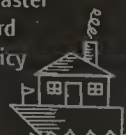
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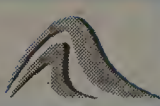


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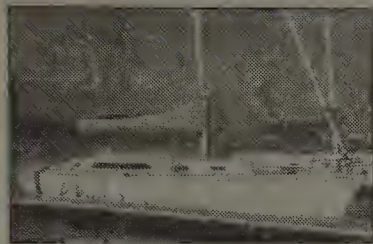
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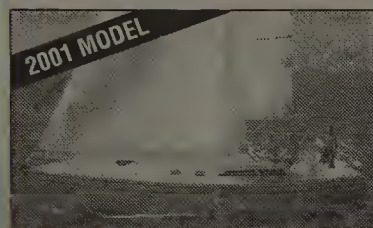


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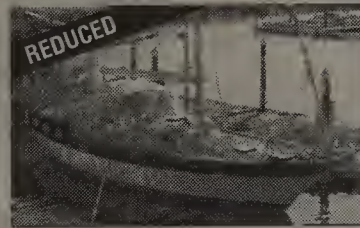
NZ Mull 42 \$149,900



Passport 40 \$154,900



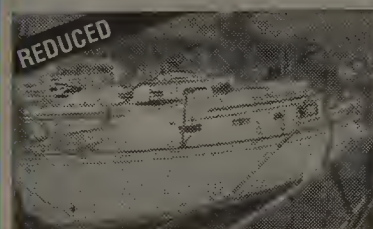
Ohlson 38 \$79,000



Victory 48 \$199,000



Westsail 32 \$55,000



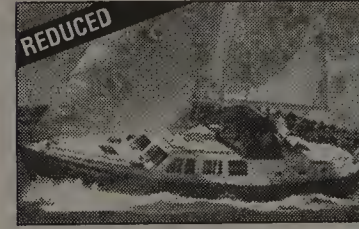
Sabre 34 Mk I \$39,000



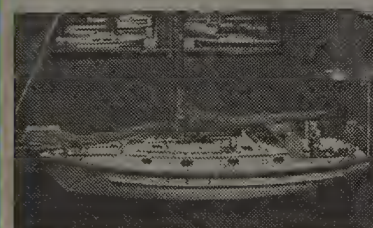
Sabre Targa 34 \$98,000



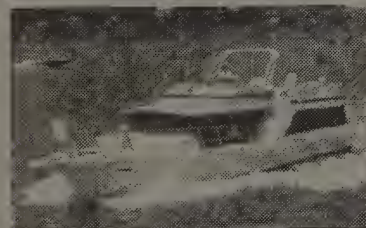
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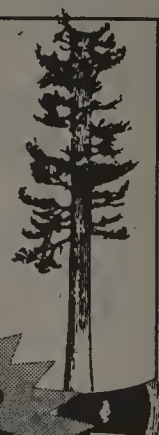
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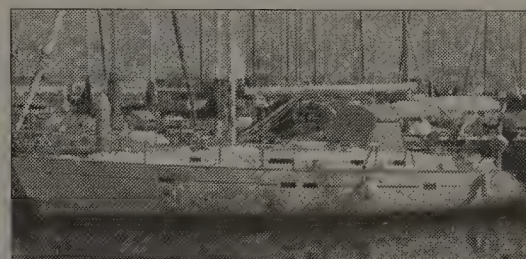
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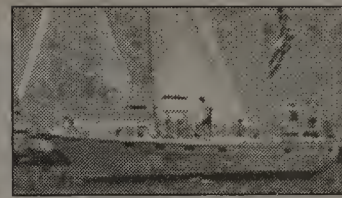
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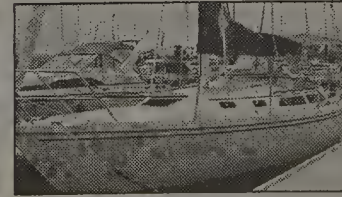
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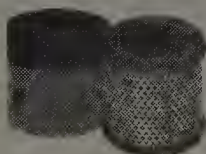
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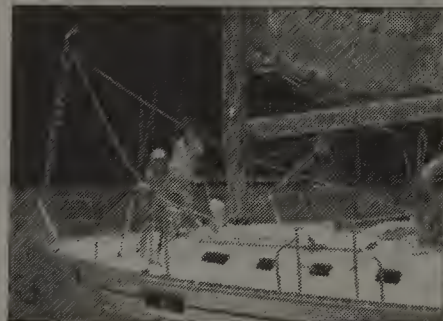
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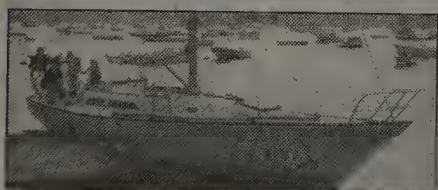
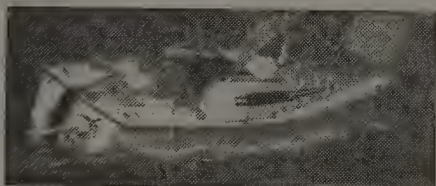
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TransPac Update Corner

Tradewinds is entering a boat in the 2003 TransPac race to Honolulu. Check here every month for updates.

December was a month for planning and crew selection. Some three dozen Tradewinds members showed interest in crewing for the race, and after getting information on scheduling and commitment, 20 came to a planning meeting at our office. After learning more, 14 of those signed up for sea trials. After the sea trials, the difficult task of choosing the final crew had to be made. But that decision was made after *latitude's* deadline, so you'll have to wait until next month to see who made it. (Or go to our Web site at www.TradewindsSailing.com for the latest...)

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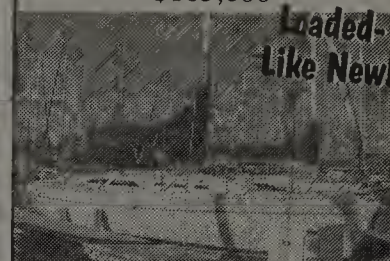
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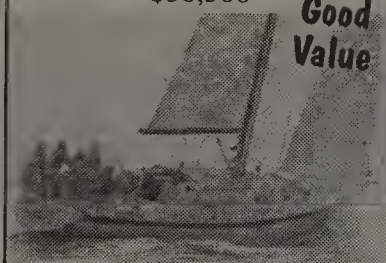
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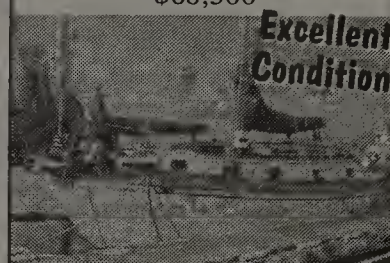
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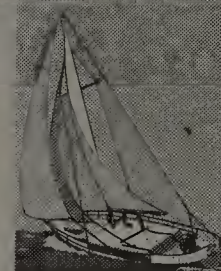
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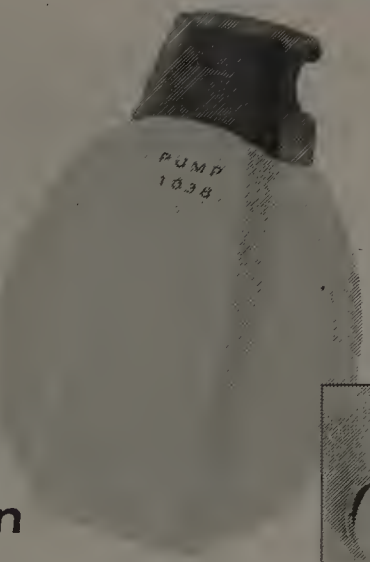
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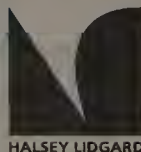
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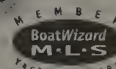
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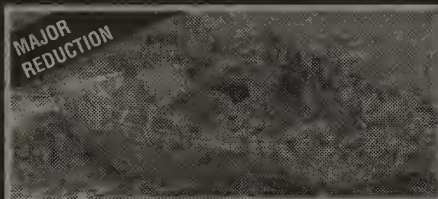
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furling genoa, spinnaker gear. \$179,000.

Web site: www.yachtworld.com/fcyachts • email: fcyachts@earthlink.net



42' CHEOY LEE CLIPPER, '8
Rare find, simply beautiful condition. 2
staterooms. Low hours SMOH. \$89,900.



47' PERRY KETCH, '79, 80 hp 4 man,
furling genoa, dinghy/ob, new dodger &
canvas, gen., radar. \$124,500



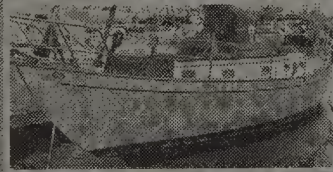
48' GOLDEN WAVE SLOOP. Cruise/race, huge
sail inventory. 3 S/Rs, beautiful blue hull.
\$187,500. 42' GOLDEN WAVE, '82, \$99,000.



61' FORMOSA KETCH, '77.
Fiberglass decks, Ford 120hp diesel,
clean, roomy, new tanks. \$105,000.



43' HANS CHRISTIAN KETCH, '80. Recent refit,
new standing rigging, wiring, shower tile, counter
tops, canvas and main sail and decks. \$169,500.



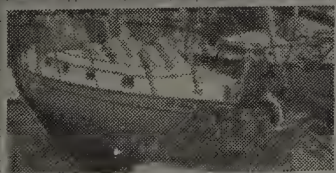
43' MASON CUTTER, '67. Launched 2000, craftsman
finished interior, exotic woods, new sails, 54 hp
diesel. Beautiful! Interested in trades. \$119,000.



36' CAPE DORY CUTTER, '85 Highest quality
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32' WESTSAIL, '73. New Upholstery, new
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44' PETERSON CUTTER, '77. Beautiful condi-
tion. Newer standing rigging & sails.
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36' UNION POLARIS CUTTER, '80. Lots of
traditional eye appeal! Perry designed offshore cruiser.
New standing rigging & epoxy bottom. \$67,000.



29' HUNTER 29.5, '95 Yanmar diesel, full
batten main, furling genoa, Autohelm 4000,
walk-thru transom, dodger, bimini. \$49,900.



HANS CHRISTIAN 38T CUTTER, '88/'89. Per-
formance Teistar underbody, 66 hp Yanmar,
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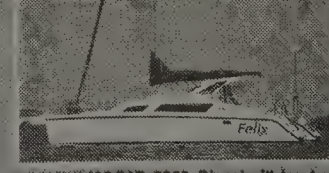
33' HANS CHRISTIAN CUTTERS, '81, '85 Yanmar
diesel, furling, watermaker, Hlerail, dinghy/
OB, windvane, spinnaker gear. \$99,000.



34' CATALINA SLOOP, '80. Equipped for
long range cruising with all electronics, full
batten main dodger and bimini. \$59,900.



41' ISLANDER SLOOP, '79. Watermaker, solar panels,
2APs, radar, dinghy davits, dinghy, roller furling, wind
generator, dodger, bimini, new bottom and fuel tank. \$85,000.



34' GEMINI 105 CAT, 2000. Diesel with low hours,
furling genoa, dutchman system, 24-mile radar,
dinghy davits. Shows pride of ownership. \$126,000.

Some boats shown may be sisterships.



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YEAR 2003 YRA ENTRY FORM

YACHT NAME _____

BOAT TYPE: _____

MARINA _____ Berth _____ Sail # _____

Name _____

Address _____

City _____ ST _____ ZIP _____

Home _____

Fax _____

Office _____

Email _____

☐ YRA Sailing Member Number

Year Number

☐ US Sailing Member Number

Yacht Club: _____

Required when claiming US Sailing membership

☐ Need results mailed?

Skipper's Jacket Size

YRA SUMMER SERIES

This form must be completed for any yacht intending to sail in any YRA qualifying race.

YRA of San Francisco Bay Sailing Membership (Required to enter any YRA race)

\$35.00

One Design Class Association (ODCA)

\$150

ODCA ☐

Wooden Boat Racing Association (WBRA) (US Sailing Membership fee included)

\$145

WBRA ☐

Handicap Division Association (HDA)

\$145

HDA ☐

Ocean Yacht Racing Association (OYRA)

\$150

OYRA ☐

For OYRA CIRCLE ONE of the following PHRO-over 30 ft MORA-under 31 ft SHS-1 or 2 crew

DEADLINE FOR ALL FLEETS SAILING IN LIGHTSHIP I - MARCH 17 W/O LATE FEE of \$35.00

HDA racers wishing to race the additional Lightship I and Farallones races with their fleet, please check box and add an additional \$5.00. Please note that deadline for Lightship I race is 17 March in order to be able to accomplish Fleet Breakdowns prior to the first race.

HDA ☐ Lightship I - MARCH 29

HDA ☐ Farallons JUNE 28

OYRA racers wishing to race the VALLEJO race with their fleet, please check box and add an additional \$5.00.

OYRA ☐ Vallejo Race - MAY 3-4

NON-US SAILING MEMBERS ADD \$15.00 TO SEASON RACING FEES

Non-US SAILING \$15.00

SINGLE RACES: Not included in Fleet Season Racing = \$50 (\$55 Non US Sailing)

SINGLE RACES \$ _____

Name and Date of Race(s) Requested _____

PHRF RENEWAL \$25 (RENEWAL OF 2002 CERTIFICATE)

PHRF _____

PHRF NEW \$35 (NEW PHRF 2003 CERTIFICATE)

PHRF _____

TOTAL _____

YRA Associate Membership (For YRA Certified/Club Race Officers and Candidates who are NOT currently a racing member of a YRA Chartered Association \$15.00)

RACE ENTRIES ARE DUE BY 5PM MONDAY PRIOR TO THE RACE

A \$35 late fee must accompany any application received after Monday at 5PM but before 5PM Wednesday preceding the race. The LIGHTSHIP I (3/17/03) AND VALLEJO (4/21/03), are exceptions. Late fees begin on 3/17/03 and 4/21/03 respectively. No Applications will be accepted after 5PM on WEDNESDAY preceding the race. IF YOU ARE AN HDA RACER, PLEASE BE AWARE THAT DEADLINES ARE EARLIER THAN USUAL. PLEASE SIGN UP EARLY TO INSURE GOOD DIVISION BREAKS FOR YEAR 2003

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to hold harmless the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

Make check payable to: Yacht Racing Association (YRA)

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YRA Member Year/Number

PHRF rating ☐ seconds per mile.

Date PHRF last Issued:

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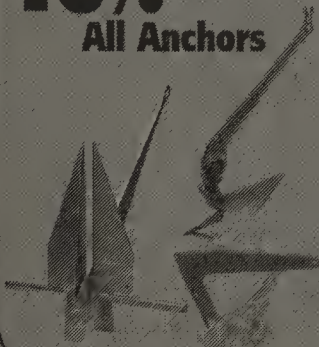
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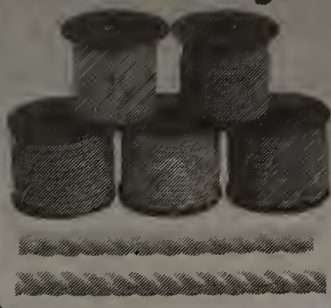
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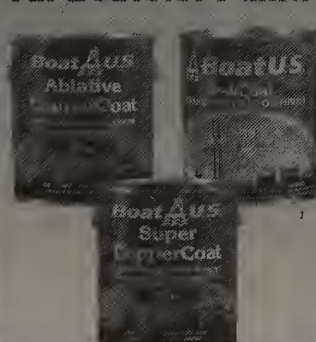
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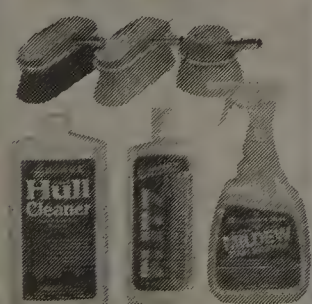
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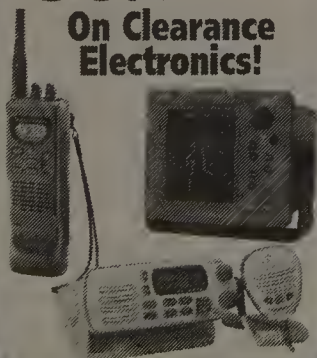
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CALENDAR

Nonrace

Jan. 1 — New Year's Day. What are your sailing resolutions?

Jan. 7, 8, 14, 15 — Free USCG-approved "Boat Smart" classes at Kell Center on the former Hamilton Air Force Base (Novato), 7-9 p.m. Textbook, however, is \$30 (but may be shared). Marin Sail & Power Squadron; Pete White, 382-8109.

Jan. 8, 9, 15, 16 — Ditto above, except at the BOAT US store in Marin City.

Jan. 9 — Single Sailors Association monthly meeting. Oakland YC, 6:30 p.m. Info, (510) 273-9763, or www.ssa-online.org.

Jan. 10 — Grand Opening/30th Anniversary Party at the new Pineapple Sails facility (2526 Blanding Ave., Alameda), 6-9 p.m. Congratulations, Kame and Sally! RSVP, (510) 444-4321.

Jan. 11 — Nelson Yachts 'Open Boat Saturday', 11 a.m. to 3 p.m. Another boat buyer opportunity in Alameda! Info, (510) 337-2870.

Jan. 11-12 — Open Boat Weekend in Alameda, weather permitting. Check out the goods at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 521-8393.

Jan. 18 — Full moon on a Saturday night.

Jan. 18 — Dance party upstairs at Corinthian YC, approximately 7-10 p.m. Held in conjunction with the CYC Mid-winters, the party is open to all sailors. Info, 435-4771.

Jan. 20 — Martin Luther King, Jr., Day — a three-day weekend for some folks.

Jan. 21 — SF Bay Oceanic Crew Group monthly meeting, featuring guest speaker John Connolly talking about "Heavy Weather Preparation." Fort Mason Center, Building C-210, 7 p.m., free. Info, 456-0221.

Jan. 24-Feb. 2 — Northern California Boat Show at Alameda County Fairgrounds. Info, www.ncma.com.

Jan. 26 — Super Bowl. Go Niners!

Jan. 28 — Boating Safety Course begins at Oyster Point YC, 7-9 p.m. and continues for five consecutive Tuesdays. San Francisco Sail & Power Squadron; Keller, 731-4255.

Jan. 29-Feb. 2 — Second Annual Zihua Sail Fest, a cruising rendezvous in Zihuatanejo, Mexico. For details, email Jimmie Zinn, jimmiejane@hotmail.com.

Feb. 1-2 — North U. Trim Seminar (for racers) in San Francisco. Details, (800) 347-2457, or www.northu.com.

Feb. 8 — North U. Trim Seminar in Santa Cruz. See above.

Feb. 22 — North U. Cruising & Seamanship Seminar (for, as the name suggests, cruisers) in San Francisco. See above.

Mar. 1 — Sail-A-Small-Boat Day at Richmond YC, another opportunity to test sail about 15 different dinghies. Gail Yando, (510) 232-6310.

Mar. 5 — Pacific Puddle Jump Party for South Pacific-bound cruisers at Paradise Village, Puerto Vallarta. Info, 383-8200, ext. 112, or andy@latitude38.com.

Apr. 23-27 — Sail Expo. Info, www.sail-america.com.

Racing

Jan. 1 — Master Mariners' New Year's Day Race & Chili Potluck at Richmond YC. DeeDee Lozier, (510) 653-8820.

Jan. 15 — 28th Annual Ft. Lauderdale-Key West Race, a 160-mile feeder race down to the Conch Republic. Co-hosted by the venerable Storm Trysail Club and Lauderdale YC. Info, www.lyc.org.

Jan. 18-22, 1993 — Ten Years After, from a *Racing Sheet* article titled "Key West Race Week":

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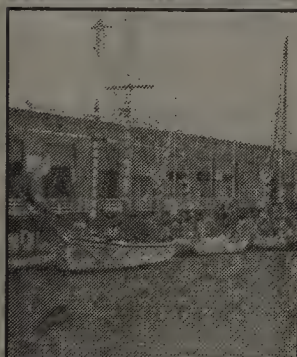
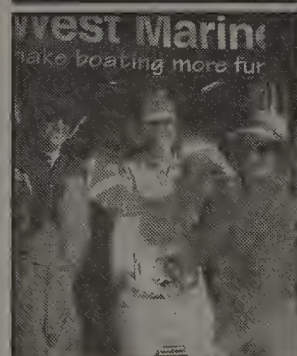
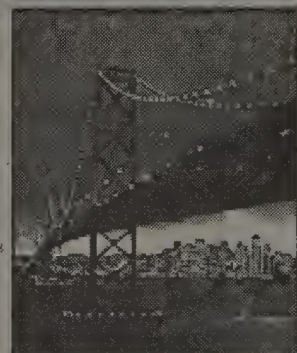
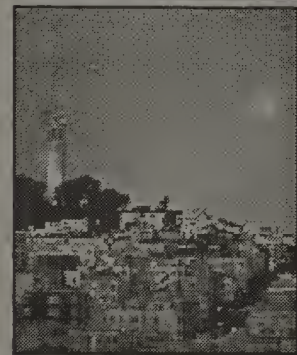
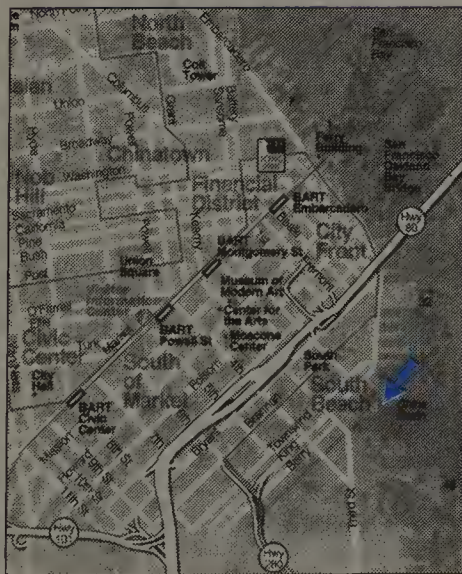
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CALENDAR

regattas on the righthand side of the country. But it's hard to ignore *Yachting Key West Race Week*, even though we've never been to it. "Key West is a great regatta, a must-do event for East Coasters," explained John Kostecki, who sailed the prototype Melges 24 *Zenda Express* to fourth in class in the five-race series on January 18-22. "There's great competition, all windward-leeward courses, and unbelievably nice sailing conditions. There's also one party after another — kind of like a five-day NOOD or Volvo regatta."

Though attendance was off from last year, 113 hot boats from all over the East Coast, the South and the Midwest still flocked to sunny Key West for this grand prix IMS/PHRF regatta. Winning the Chelsea Clock Award for the best performance in the nine classes was Irv Laidlaw's Swan 53 *Highland Fling*, which quintuple-bulleted PHRF B. Tom Stark's new Farr 39 *Rush*, competing in IMS B, also put together five first place finishes, but lost out to *Highland Fling* because *Fling's* class was three boats bigger.

In the big IMS class, the much ballyhooed shootout between *America's* teammates Bill Koch, who chartered the N/M 46 *Collaboration*, and Buddy Melges, tactician on the new Tripp 47 *Deep Powder*, improbably turned out to be a battle for last place. *Collaboration*, with Kimo Worthington sharing the steering, finished eighth, while *Deep Powder* came in ninth. Meanwhile, Richard Compton's two-week-old purpose-built IMS Farr 50 *Full Cry* dominated the class, which included last year's standout performer, the Farr 44 *Gaucha*. After a slow start, *Full Cry* — with Jim Brady, Greg Twastjerna and Bruce Farr in the afterguard — found the pace, posting three bullets.

The previously invincible Farr 40 *Cookson's High 5* opened the series with a bullet, but went steadily downhill from there. Now owned by a German, Tilmar Hansen, *High 5* apparently suffered from mediocre crew work. "You also need the newest designs — such as *Full Cry* or *Rush* — to win here," claimed Kostecki.

At the other end of the spectrum from the IMS glamour boats was Kostecki's ride, the smallest boat in the fleet. "Everyone came over to see it," said John. "It's a cool boat, and it's really fun to sail, kind of like a miniature Ultimate 30." Sailing with a four-man crew from the Melges factory, Kostecki steered the Reichel/Pugh rocketship into first place after three races. The last two races, however, were sailed in light air and chop — grievous conditions for the boat, which rates 120 PHRF. "We're still fine-tuning the boat," explained John. "I think we'll have to go with overlapping genoas and masthead kites to improve the light air performance."

Jan. 20-24 — 16th Annual Terra Nova Trading Key West Race Week. Info, www.Premiere-Racing.com.

Jan. 25 — SSS Three Bridge Fiasco, one of the best-attended and most entertaining races on the Bay. Bill Charron, (510) 490-1147, or www.sfbayss.org.

Jan. 28-Feb. 1 — Rolex Miami Olympic Classes Regatta (OCR). Info, www.ussailing.org.

Feb. 5-25, 1983 — It Was Twenty Years Ago Today, from a *Sightings* piece called simply "SORC":

This year's gathering of the offshore racing elite in Florida for the Southern Ocean Racing Circuit (SORC) promises to be one of the best ever, with 90 boats slated to attend. Besides the glory of doing well in this annual showcase for hot boats and sailors, this year's Circuit counts toward the Admiral's Cup and the Mumm Champagne World Cup. Adding further glamour will be the presence of members of the U.S. and foreign 12-Meter efforts, all seeking to gain any psychological gain over their rivals.

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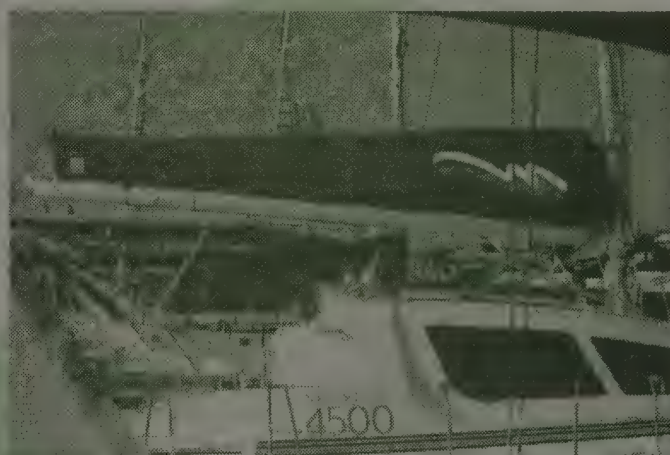
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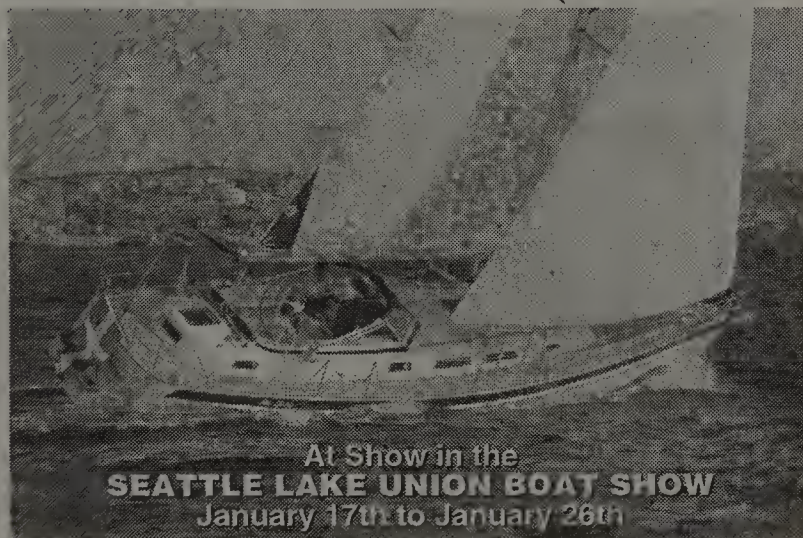


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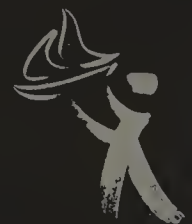
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CALENDAR

Heading the star-studded fleet are the best maxis in the world: William Johnson's Gurney 73 *Windward Passage*; John Kilroy's *Kialoa* and Robert Bell's *Condor*, both Holland 80s; and the new Pedrick 81 *Nirvana*, owned by Marvin Green. last year's winner, the Frers 51 *Retaliation*, is now called *Carat* and will be there along with a new Frers 52 *Zero*, owned by Japan's Shigetake Tsumura.

Brad Herman, from Beverly Hills, will have Lowell North on board his Peterson 45 *Secret Love*, but they'll have their hands full with five new Nelson/Marek 45s, including Millard Ripley's new *Chiquita* and Ed Lorence's *Motivation*. The Southern California design team of Nelson/Marek, definitely the up-and-coming designers, also have three 39-footers in the fleet: Rodney Wallace's *Thunderbolt*, George Eddy's *Murphy's Law*, and Larry Harvey's *Brooke Ann* from San Diego. Other Golden State entries include Newport Beach's William Palmer with his 1982 Big Boat Series winner *Shenandoah*, and Tom Maslow's *Liberty* out of Marina del Rey.

The lone Bay Area entry is Monroe Wingate's Serendipity 42 *Scarlett O'Hara*. Last year, with Tom Blackaller at the helm, *Scarlett* placed 10th overall in the Circuit. In March, Chris Corlett took over the driving duties and *Scarlett* went through some intense teething at the Clipper Cup in Hawaii and St. Francis YC's Big Boat Series.

Aside from the short-range goal of doing well in the Circuit, Wingate, Corlett and the rest of *Scarlett's* crew want to be one of the three boats selected to compete for the U.S. in the Admiral's Cup. Displaying outstanding speed in both events, she lost her mast in the former and was crippled by a DSQ in the latter. She should be a strong contender in the Circuit. Observers say her chances are good, even though the competition from boats like *Secret Love* and Mike Levin's *Bright Finish*, a Peterson 42, will be tough. Paul Cayard, a Bay Area member of Tom Blackaller's *Defender* 12-Meter campaign, is rumored to be the driver of *Bright Finish*.

Blackaller will be sailing a new Frers 41 with New Orleans boatbuilder Tom Dreyfus. This flamboyant pair won the Circuit two years ago in a boat called *Louisiana Crude*, and then for reasons yet to be fully explained, *Crude* was removed from the standings when she was accused of measurement violations. Last year Dreyfus campaigned a boat he playfully called *Your Cheatin' Heart*. This year's version carries the Latin expression *Mea Culpa*, which means "It's my fault". Dreyfus and Blackaller like to win races — and have a little fun, too.

Feb. 7 — Pineapple Cup, aka the Montego Bay Race, a scenic 811-mile dash through the Bahamas to Jamaica. Will *Windward Passage's* legendary 1971 record finally be broken? See www.montegobayrace.com.

Feb. 9 — Around Alone Race, Leg IV start. The 12-boat fleet, which may be further reduced by then, will leave Tauranga, NZ, and sail 7,850 lonely miles to Salvador de Bahia, Brazil. Follow their progress at www.aroundalone.com.

Feb. 7-14 — 17th Biennial Puerto Vallarta Race, a 1,125-mile race from Marina del Rey to PV. Will Joss's 1985 record finally be broken? For a race package, contact Del Rey YC, (310) 823-4664 or www.dryc.org.

Feb. 26-Mar. 2 — 62nd Acura Southern Ocean Racing Conference (SORC), now a buoy racing series off Miami. Info, www.acurasorc.com.

Mar. 7-9 — 23rd Heineken Regatta on St. Maarten, which routinely attracts 200+ boats. A good excuse to head for the Caribbean! See www.heinekenregatta.com for details.

Mar. 8-9 — Big Daddy Regatta. RYC, (510) 237-2821.

Mar. 29 — OYRA/AYC Lightship Race. Ocean racing already? YRA, 771-9500.

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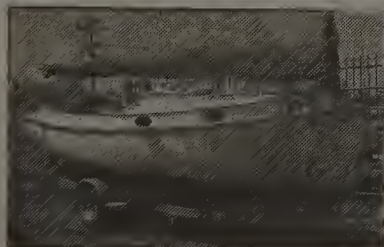
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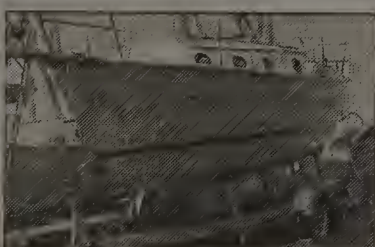
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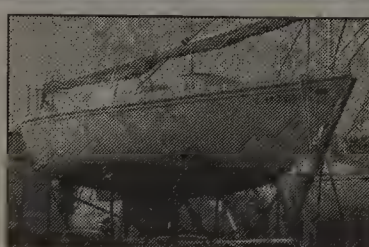
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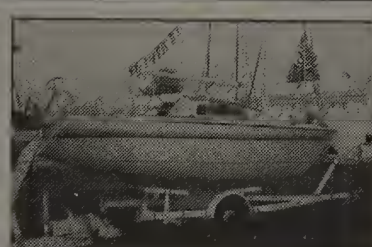
19' MANGER CAT, 1993...\$22,500



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Powerful and luxurious, this boat comes with a trailer and 12hp diesel. Lots of teak and bronze. This is a big 25. With main and genoa.



CATALINA 27, 1976
Main, jib, 7.5hp Honda.
Asking \$5,230 or \$7,200 with trailer.



U.S. YACHTS 22, 1981...\$5,750
Trailer, 7.5hp Honda, main, jib. Beautiful condition.



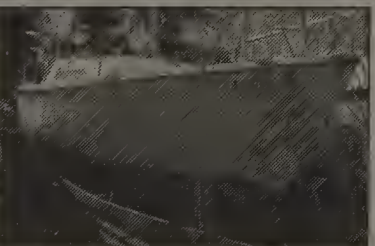
MERIT 25, 1985...\$10,950
Fixed keel w/trailer. 3 main, jib, 3 genoa, spinnaker, stereo, VHF, speed & depth, 2 compasses.



CATALINA 25, 1982...\$9,995
With trailer, main, jib, genoa. Swing keel, pop top, galley and head. Clean, good condition.



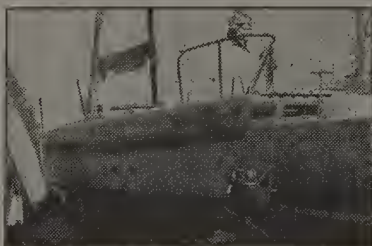
MONTGOMERY 17, 1985...\$7,995
Main, jib, genoa, 4.5 hp Evinrude and bimini. Excellent condition.



MACGREGOR 2-24, 1972...\$5,500
Trailer, 2 mains, 2 jibs, 2 genoas, spinnaker. 8hp Evinrude, new Harken winches, VHF, stereo and much more.



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THE MOGUL SAYS...

You know, I've been taking vitamins, minerals and food supplements.



I eat oatmeal, fish, fruits and fresh vegetables. But guess what? I look in the mirror and I see wrinkles and gray hair. My back aches, and my doctor tells me my PSA is above normal. Maybe it's time for me to follow my own advice: say *adios* to the business, get a boat, and go sailing. And while you can, you better do the same. Think about it. I have a lot of boats for you to ponder over.



CAPRI 22, 1985...\$5,995
Includes trailer, 2 mains, jib, genoa, spinnaker and 7.5hp Johnson OB. Clean, good condition.



26' CLIPPER, 1975...\$2,975
Lots of boat for a very affordable price. Comes with trailer. Outboard motor available.

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Owner Profile: The Mullen Family

J/105 Cúchulainn



"The perfect family boat!" That's what Jim Mullen had to say about his new J/105 (hull #601) when we had an opportunity to talk to him about his family's new 'toy'.

"I started sailing years ago when I was in the Navy but it wasn't until the late '80s when my wife Lynn and my two sons, Brian and Kevin, bought our J/24, *Blue J*, that we really became a sailing family. We took the boat to Tahoe and one of our first family outings was a Tahoe Yacht Club event with the kids, then about 7 and 10 years old. We've been a J/Boat sailing family ever since. The Trask family has been an important part of our kids' sailing since they got them up to learn sailing in Lasers at Tinsley Island. Brian since went on to become captain of the Cal Sailing Team and Kevin is currently sailing for the team.

"One of the reasons we started with and have stayed with J/Boats is because we've always felt we were more buying a whole program rather than just a boat. We've participated in J/Fest, J/Training and went for one of our best family vacations at J/World in Ft. Lauderdale. Kevin taught sailing this past summer at J/World in Newport, RI.

"We've been dreaming of a J/105 for a long time. Ever since they first came out we've admired their lines and the design concept is perfect for the kind of sailing we like to do. It's a boat Lynn and I can handle easily and our family can race aggressively in the best fleet on the Bay. Our first race in the GGYC midwinters was lots of fun and demonstrated just how competitive this fleet can be.

"J/Boats has always designed fast, clean, great looking boats and when the J/105 was introduced we knew we wanted to own one, sail one and race one. We couldn't be happier and as I said earlier, the J/105 is the perfect family boat!"

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CALENDAR

May 3-4 — Vallejo Race. YRA, 771-9500.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 1/12, 2/9, 3/16. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Sundays, Oct.-March, except during the BYC Mids. Paul Kamen, (510) 540-7968.

BERKELEY YC — Berkeley Circle: 1/11-12; 2/8-9. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2003: 1/18-19 and 2/15-16. CYC, 435-4771.

ENCINAL YC — Jack Frost Series: 1/18, 2/15, 3/15. Les Raos, (925) 349-6728.

ENCINAL YC — Farr 40 Midwinters: 1/4-5, 2/1-2, 3/1-2. Jeff Zarwell, 595-8364.

GOLDEN GATE YC — Seaweed Soup Series: 1/4, 2/1, 3/1. Chris Joyce, 821-4467.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/12, 2/8, 3/9. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/5, 1/19, 2/2, 2/16, 3/2. OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 1/5, 2/2, 3/2. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 1/18, 2/15, 3/15. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 1/5, 2/2, 3/2. Tim Prouty, 331-5204.

SOUTH BAY YRA — Winter Series: 1/4, 2/1, 3/1. Mike Satterlund, (408) 947-8211.

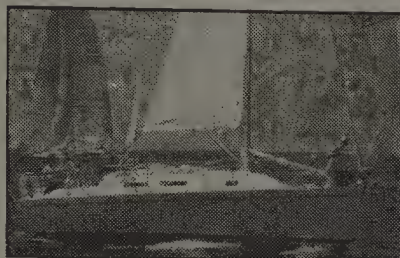
SOUTH BEACH YC — Midwinters: 1/11, 2/8, 3/8. Joel Davis, (510) 881-5177.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

January Weekend Currents

date/day	slack	max	slack	max
12/31 Tue		0140/2.3E	0447	0743/3.1F
	1033	1355/5.4E	1757	2104/4.2F
1/01 Wed	0025	0235/2.1E	0537	0830/2.9F
	1117	1444/5.6E	1846	2155/4.3F
1/04 Sat	0254	0503/2.1E	0808	1056/2.6F
	1341	1706/5.1E	2109	
1/05 Sun	0901	0016/3.9F	0340	0549/2.0E
	2154	1146/2.4F	1430	1752/4.7E
1/11 Sat	0146	0446/2.2F	0750	1047/3.0E
	1503	1756/2.0F	2049	2304/1.7E
1/12 Sun	0237	0533/2.1F	0831	1138/3.3E
	1554	1856/2.4F	2155	
1/18 Sat	0156	0400/2.0E	0658	0954/2.6F
	1237	1607/5.2E	2005	2307/3.8F
1/19 Sun	0237	0443/2.2E	0741	1038/2.6F
	1321	1651/5.2E	2044	2346/3.9F
1/25 Sat	0032	0337/2.9F	0644	0948/3.9E
	1352	1642/2.7F	1953	2213/2.2E
1/26 Sun	0131	0434/2.7F	0734	1048/4.2E
	1458	1759/3.0F	2111	2321/1.9E

SAIL *California* Brokerage



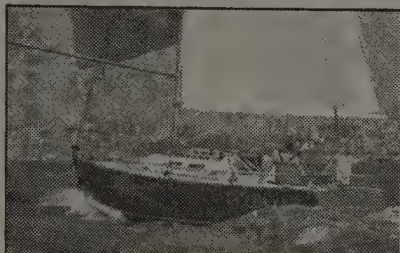
J/32, Rag Top

Rag Top is in 'as new' condition. She has received the best of care and represents a good choice in a well equipped cruiser/racer. \$128,00.

J/105 Hull #467

Sundance

This nearly new J/105 has never been raced. Well equipped and ready to race or cruise. \$139,000.



J/33, Troubadour

Adapted for shorthanded racing and fast cruising, Troubadour can be sailed comfortably by a couple. Very similar in performance to the J/105 but with standing headroom, Troubadour is half the price of a used J/105. \$53,500.

J/105, Konza

At this recently reduced price, Konza represents a bargain in a used J/105. \$96,500.



53' J/160, Ruffian, '99

The current owner has spared no expense to ensure that Ruffian is the best J/160, and perhaps the finest 53 foot yacht. A yacht you can be proud to own!

J/160, Stark Raving Mad

One of the finest equipped J/160s ever built. With its gleaming dark blue LP paint job, its world-class electronics and full North racing sails, it retains an outstanding race record. \$859,000.



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J/105, '01, *Scaramouche* Nearly new, hardly used, and very well cared for. Keel and rudder have been Waterline faired, and she has all the equipment it takes to be a winner. Exceptional race record.



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72' Davidson, '93, <i>Cassiopeia</i> *	595,000
70' Santa Cruz, '87, <i>Mongoose</i> *	425,000
53' Santa Cruz 52, '00, <i>Impulse</i> *	829,000
53' Swede 55, '83, <i>Kyte</i>	Reduced 120,000
53' J/160, '99, <i>Ruffian</i> *	849,000
53' J/160, '96, <i>Bushwacker</i> *	649,000
53' Santa Cruz 52, '99, <i>Triumph</i> *	700,000
48' J/145 #6, '01, <i>Jeito</i> **	619,000
46' Kelly Peterson, '97, <i>New Horizon IV</i> *	229,000
45' Nelson Marek, '94, <i>Who's Yo Daddy</i> *	249,000
41' Bianca 414, '80, <i>Sundog</i>	65,000
40' J/120, Hull #153	New Boat
40' J/120, '99, <i>Hot Rod Dolphin</i> *	249,000
40' Bayliner Avanti Express, '98, <i>Joyride</i>	195,000

39' Cal 39, '80, <i>Mystic</i> **	139,000
39' Cal 39, '82, <i>Mystic</i> **	\$79,000
38' Morgan 382, '80, <i>Mintaka</i> *	58,000
37' Pearson, '82, <i>Hasl Free</i> **	42,000
36' Sweden, '84, <i>Joystick</i> **	99,000
35' Riptide 35, '95, <i>Ripple</i>	95,000
35' J/105, '01, <i>Scaramouche</i> *	139,900
35' J/105, '01, <i>Sundance</i>	139,000
35' J/105, '01, <i>Incorrigible</i> *	New 139,000
35' J/105, '96, <i>Konza</i>	96,500
35' J/105, '94, <i>Xtreme</i> **	99,500
35' J/35, '91, <i>Assagai</i> **	Pending 74,000
35' J/35, '85, <i>Blue Streak</i> **	49,500
35' J/35, '85, <i>Jammin</i> **	59,900
35' J/35, '85, <i>Pazzo</i> **	55,000

35' One Design, <i>KT's Choice</i> *	108,000
33' J/33, 1988, <i>Troubadour</i>	53,500
33' Synergy 1000, '99, Hull #2**	65,000
32' J/32, '97, <i>Rag Top</i>	128,000
32' J/32, '01, <i>Moonstone</i> *	166,000
31' Tartan 31, '89, <i>Pointer</i> *	63,900
30' J/92, '97, <i>Coyote</i> *	49,000
30' J/30, '79, <i>Slingshot</i> **	23,000
29' Davidson 29, '85, <i>Kokopeli</i> **	52,000
29' J/29, '84, <i>Jolly J</i>	25,000
24' J/24, '79, <i>Bubba</i> *	10,000
24' J/24, '84, <i>Jungle Love</i> **	22,000

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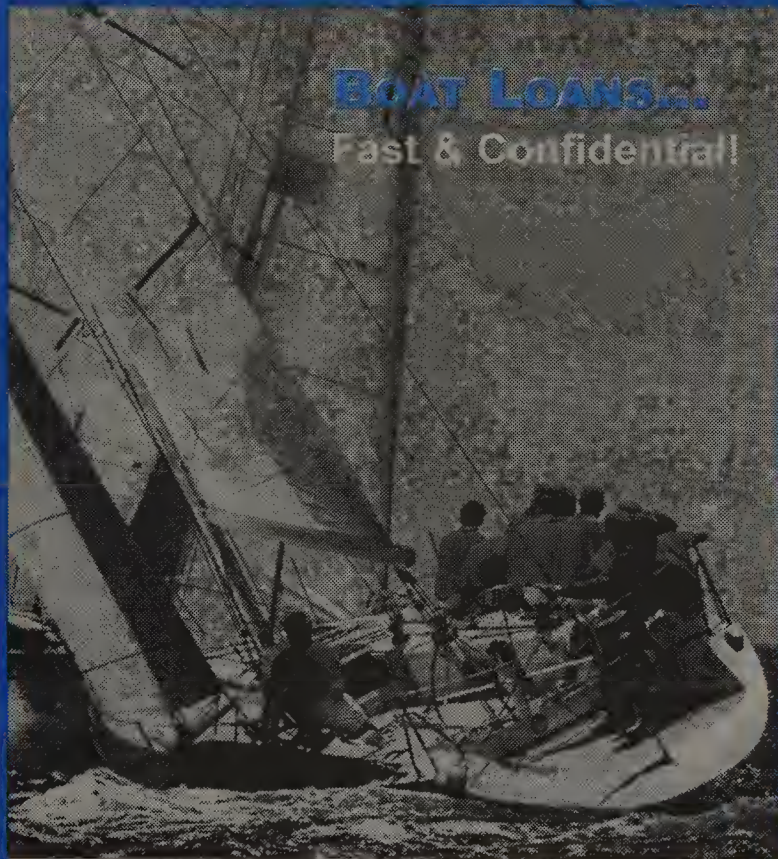
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LETTERS

↑↓ FRESH WATER WITHOUT A WATERMAKER

In last month's issue of *Latitude*, you wrote that Frenchman Philippe Jeantot ran out of fresh water during a BOC singlehanded around-the-world race a number of years ago, but was able to make enough to end up with 35 pints to spare. He didn't have a watermaker, and the article didn't say how he had made the water.

Since this renowned sailor happened to have his boat right in front of ours for almost a year in Mooloolaba, Australia, and I'd spent quite a few wonderful afternoons talking about his life and the great cruising lifestyle, I emailed him and asked how he made water. Here's what he had to say:

"Yes, you are right, in the first leg of the BOC between Newport and Cape Town, I ran out of water because a weld broke on my aluminum water tank. So I had to steam salt water. I did it with my pressure cooker. It works pretty well. And it's useful as well for cooking, being much faster than a normal pan. We still carry one onboard."

Max Young
Reflections

Max — This is a little odd, but none of the editorial staff can remember writing anything recently about Philippe Jeantot running out of water during a BOC. But we're glad you brought his name up, because he's one of the greats in the realm of long distance shorthanded ocean racing, and we'd like to remind everyone of his achievements.

Jeantot used to be a deep sea diver who is said to hold the record for the deepest dive — 501 meters. After reading Bernard Moitessier's *La Longue Course* (The Long Way), he started



LATITUDE ARCHIVES

Unable to find a photo of Jeantot and his famous pressure cooker to illustrate this letter, we came up with the next best thing — Bob Fraik of the SC 52 'Impulse' trying out his new pressure cooker. They are as useful today as in Jeantot's day.

to learn to sail in daysailers. He then built a 44-ft aluminum ketch in which he planned to do a non-stop solo circumnavigation. While learning to sail the ketch, he heard about the first BOC Challenge — a singlehanded around the world race with stops. Obtaining sponsorship from Credit Agricole, he built a new boat, and won the first race in a time of 159 days. The next year he singlehanded Credit Agricole II, a 60-ft catamaran, in the OSTAR, flipping the cat in the middle of the Atlantic. After recovering the cat, he raced her in the Quebec-St. Malo Race, and in the process becoming the first man to sail 500 miles in 24 hours. He did the '86/'87 BOC Challenge with a new monohull and won in a time of 134 days.

Philippe then organized the Globe Challenge, a nonstop singlehanded race around the world, for '89/'90. He finished fourth in 113 days — still an excellent time. Later that year, he started his third BOC Challenge, and finished third in 129

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LETTERS

"...they're light and strong. The boat sails higher and faster."

Scott Murray, Ames 30

"We were simply faster than everyone else."

Oakley Jones, '02 110 Nat. Champion

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3DL performance for boats under 30 ft

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days. Having become the first man to complete four singlehanded circumnavigations, he retired from racing to look after his boatbuilding company, Jeantot Marine, builders of Privilege catamarans. He later sold his interest in the company, built himself a custom 48-ft cat, and has since spent many years cruising with his wife and children, most recently in Australia and Southeast Asia. Once Jeantot gave up racing, he became a rather private person.

NEVER HIRE A KIWI, THEY CAN'T BE TRUSTED

Sitting here in New Zealand for nearly a year has demonstrated one thing to me — New Zealand is afraid of OneWorld making it to the America's Cup. They have planted no less than two people on the design and decision team of the OneWorld Syndicate, and each has, at the appropriate time, remembered things about how they cheated by bringing computer files of Team New Zealand's design to OneWorld meetings, even though OneWorld neither used, nor even knew about, these plans or documents.

Now the OneWorld syndicate has been penalized again, just in time to give Prada another bonus point. It's obvious that Team New Zealand does not think they can beat OneWorld fair and square, and so they have stacked the deck, hoping that they can again defend the America's Cup against Prada — a team which doesn't have a chance of beating New Zealand.

The disgraceful way that New Zealand has run the Cup this year should be remembered by all Americans as a reason to never hire a person from New Zealand. They can't be trusted. Perhaps all the U.S. teams should have pulled out of the America's Cup.

My other comment is that Dennis Conner is not only a sorry loser, he's not a real American either. He was probably bought off by Prada also.

The new name for Auckland is WhucaOneWorld — pronounced 'Fuck-a-OneWorld' in Maori.

Please do not print my name, as I am just an observer of this mess. I'm just disgusted that I won't be able to see a really good race.

Name Withheld
Auckland, New Zealand

N.W. — Thank you for your insightful analysis of the recent America's Cup intrigue. But don't you now wonder about the rest of the shameful conspiracy? Russell Coutts and Brad Butterworth, Kiwis who are the mainstays of the Swiss Alinghi Syndicate that is favored to meet New Zealand for the America's Cup itself, have also been bought off. That's right, come the first race of the America's Cup and those Kiwis will be taking the Swiss suckers for a dive. The idea that Coutts and Butterworth ever really left the New Zealand Team for the Swiss Team was a fraud from the outset. They didn't turn their backs on their country, they just pretended to, so that at a crucial time — the America's Cup Finals — they could sabotage the Kiwi's stiffest competition. We've saved the best for last. The dastardly double-cross is the work of Osama bin Laden, who got the money to finance it from the Saudi monarchy, which got it from cavalier Americans who drive SUVs that get such shitty gas mileage. You read it here first.

WHAT ABOUT LE DEFI?

I'm just back from Auckland and the Viaduct Basin, where the America's Cup challengers are based. Speaking of environmental controversies, the locals were more upset with the French boat *Le Defi Areva* than OneWorld. The Kiwis, who

[illegible]

complete listings continued at www.northernhills.com

Got a minute?

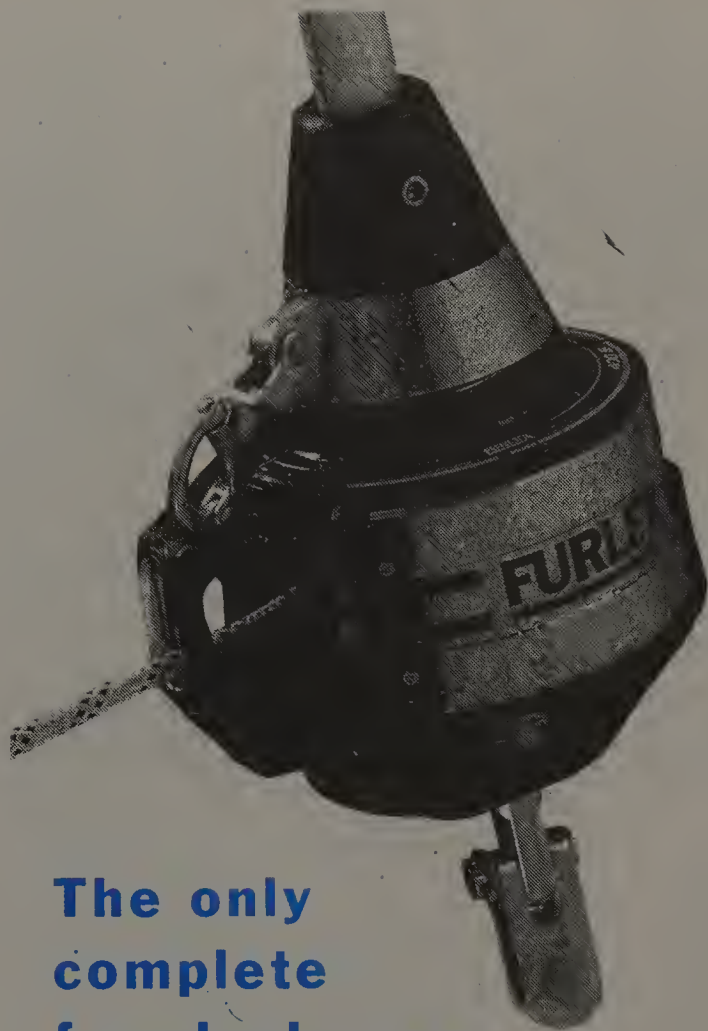


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have a strong nuclear-free stance, certainly haven't forgotten that about 15 years ago the French government sent some agents to Auckland with instructions to blow up Greenpeace's *Rainbow Warrior*. They did, and killed one of the environmentalists in the process. The French were infuriated at *Rainbow Warrior* because it had been up in French Polynesia interfering with their nuclear testing at Mururoa.

When it was learned that this year's French entry was going to be funded by the backbone of the French nuclear industry, a lot of environmentalists got angry. And what really added fuel to the fire is that *Areva* decided to have their boat painted a color that can best be described as 'radioactive yellow'.

Eric Panning
San Francisco

Eric — We happened to be in Auckland when the French exploded an underwater bomb, sinking the *Rainbow Warrior* at the dock. The Kiwis were furious, both that the French would do such a thing, and that they would do it in their so vereign country.

It's one of the strangest things in this strange America's Cup, but we agree that the only explanation for *Areva* having



LATITUDE ARCHIVES

'Rainbow Warrior', after being raised at Auckland. Ironically, she was sunk at what later became the Viaduct Basin, home of the America's Cup.

one that probably caused half the crew to go blind. The French, of course, are quite proud of their nuclear power industry, which, if we're not mistaken, has been providing over 75% of their country's energy needs without a single Chernobyl or Three Mile Island-type incident. At least so far.

WHAT DOCUMENTS DO I NEED?

I'm planning to spend four to six months in Ensenada and farther south, perhaps passing through the Panama Canal on my way to North Carolina. But nowhere have I been able to find a straightforward explanation of what documents I will need upon arrival in Ensenada. I'll be staying at Hotel Coral Marina, which says they'll take care of everything. Perhaps you can tell me what 'everything' is.

Frank Bulkley
Mexico Bound

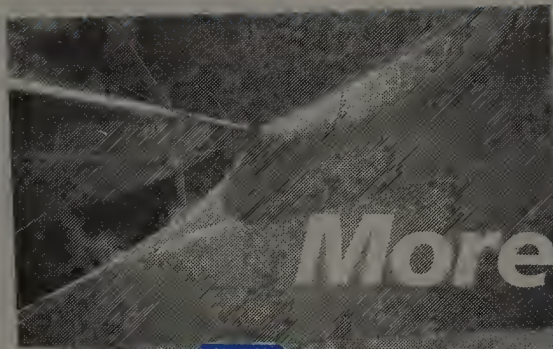
Frank — The 'everything' you need is passports for each member of the crew, and the boat's registration or documentation, and some money. That's it. If you have these, you can either check in yourself or have the marina do it for a fee. By the way, it's the same story if you're sailing direct to Cabo, Puerto Vallarta, Acapulco, or anywhere else.

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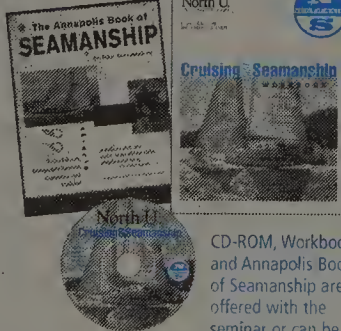
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Boston, MA	Sat., Mar. 22
Newport, RI	Sun., Mar. 23
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LETTERS

the winter, I'm contemplating doing some cruising next summer along the Inside Passage and Vancouver Island. So, I have been looking for information and suggestions about the best way to get my boat north. There's lots of information about coastal cruising from San Francisco to Mexico, and lots about cruising the San Juans, the Inside Passage, and Vancouver Island, but I can't find anything about making the trip between San Francisco and Vancouver. I realize it's not a great trip, but surely some of the Ha-Ha participants must sail their boats back to the Northwest. Any thoughts on the journey or suggestions on where to look?

By the way, I have an '85 Hunter 31 that has additional water and fuel tanks, an autopilot, and a windvane. I've sailed her out the Gate on numerous occasions to places such as Bodega Bay and Monterey, and twice down to Southern California and back. I've found that she's a pretty sturdy coastal cruiser, and have handled winds in excess of 40 knots. In addition, I've crewed on several offshore sailing trips, including this year's Pacific Cup, and spent a month aboard *Alaska Eagle* with Richard and Sheri Crowe, sailing from Tahiti to Easter Island. I've also done several long deliveries. Right now, I'm leaning toward a coastal passage rather than a Clipper Route.

Richard Deep
Discovery, Hunter 31
South Beach

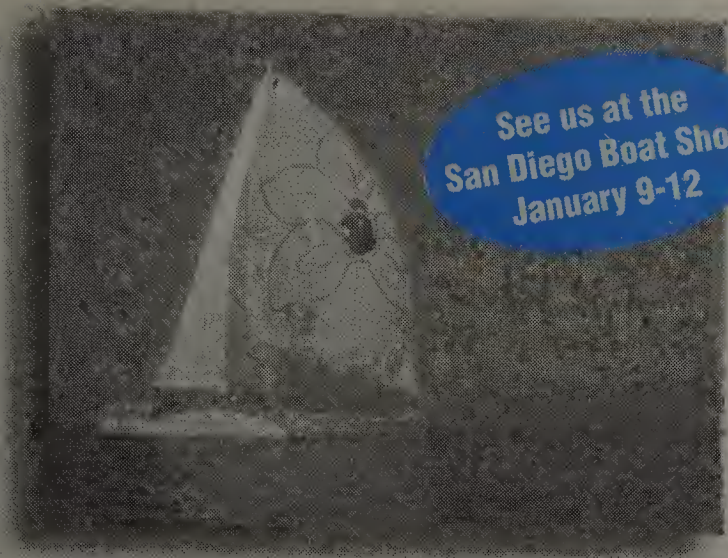
Richard — There are four ways to get a sailboat north to Vancouver from San Francisco in the early summer, but none of them are particularly attractive. Option One is to go by way of Hawaii, which would be fun and mostly off the wind — but would also add about 3,200 extra miles. Option Two would be to harbor hop up the coast, which can be tedious, foggy, and riddled with weather delays. For those who have time, it's the most popular method. Option Three is the Clipper Route, which involves rolling the dice with the strength and location of the Pacific High. If you're able to get 300 miles offshore without getting beaten up or driven back by the relentless northwesterly winds and seas, you might be able to reach the lighter winds on the fringes of the Pacific High, and the fairer winds near the top of the High. Tell us what the High is going to be like, and we'll tell you if it's a good idea. Option Four is for those who have more money than time — combining your spring haulout with having the boat trucked to the Pacific Northwest. It may or may not be more expensive — depending on how much damage your boat might suffer sailing up — but you can count on your boat getting to the Northwest in time to enjoy an entire summer and fall.

For slightly more information, check out Jimmy Cornell's World Cruising Routes.

↑↓WE CRUISE WITH FOUR CATS

In the November issue, a reader inquired about the advisability of having cats on sailboats. We're cruising and we have four cats aboard. The oldest started out with us as a 10-day-old orphan that we found on a road in the Delta near where we kept our boat at the time. We got the next two — one at seven months and the other at five weeks — while we were in Mexico. The fourth we rescued last September in Costa Rica when he was just 45 days old. We also know several cruising people who have taken their mature cats on board and have gone to sea quite happily — both cats and folks. Many have actually gone around the world with their cats, sailing in all kinds of weather.

Any cat, like any person, can feel seasick when first set-



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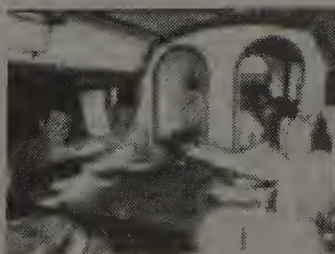
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LETTERS

ting out in a boat, but a cat usually recovers shortly after the beginning of a voyage. After we have been in a perfectly still environment — such as a marina — for several weeks, we find that Angus, our two-year old, will toss his kibble from both ends for the first hour of any trip we take that involves motion. After that, he's fine. As long as we are in an anchorage where the boat is in constant, although gentle, motion, Angus never gets seasick when we then make a passage.

Cats are very safe down below in rough weather — as long as you have stuff tied down so it can't fly about in the cabins and hit them. They are happier being able to find their own little place to squirm into when the water is rough. When conditions make things lurchy on our boat, it's almost like a call to quarters — all the cats scoot for their preferred spots. When the passage is fairly easy — say a nice sail in 10-15 knots on a gentle swell — the cats lie about the cabin, play, eat and do their cat things as though we were at anchor.

As to whether to allow a cat topsides while underway, we allow ours outside because they have a healthy respect for the water rushing by, and because they don't seem to want to go out of the cockpit where we wouldn't be able to see them. However, we never, never, never allow them topsides after dark. With or without a harness, no cats are allowed outside after dark. Each has gotten used to harnesses because when we take them touring in our RV, we harness them up outside so they can be outdoors but not wander off somewhere into danger or become dangerous to wild animals or birds and reptiles. Forest Service rules insist on this anyway.

In a marina, it is best to try to keep the cat from wandering off the boat — not because the cat wouldn't know where its home is, but because the cat might get trapped inside another boat that has left a hatch open. Cats always know where the food is provided. We are solidly against allowing cats to roam in marinas, and so far we have never had trouble with our cats. Bentley, the latest addition, has yet to experience being in a marina, and might need to be taught because he's young and impressionable. The best cure for the roaming kitty cat is a good squirt from the hose on the dock.

Cats can and do fall overboard. We have been fortunate so far in that none of ours has 'sproinged' himself off the boat into the drink while playing. Many boatowners with cats hang a towel or rope netting over the side so the cat can climb back aboard. Some people think it's effective to throw the cat overboard and insist that it find the get-back-on-the-boat device so it is 'trained'. We think this behavior is the height of cruelty. The only thing you train the cat about with that sort of stupidity is not to let you get near it. Cats are more intelligent and survival-oriented than almost any other animal — they'll figure it out.

If your cats like to chew grass, go to a good pet store and buy the grow-your-own kits. So far our cats have had to get on without it though, because they don't sell such kits in Mexico and Central America. They seem not to have missed it much, however.

Lots of people worry that their cat will be unhappy living aboard and going sailing, so they leave them home with someone when they go cruising. Believe us, we know that cats are so attached to their owners that they suffer from the abandonment. The more you live with your cats on board, the closer you will become with them. It's a wonderful experience. Enjoy.

Mike & Anne Kelty
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LETTERS

↑↓ I'M SEARCHING FOR TWO BOATS

I don't know if either of these two boats are still afloat, but I'd love to know if anyone in your vast readership has seen or



TRANSPAC

'Staghound' winning another TransPac.

heard about them recently. The first is *Staghound*, a 40-ft one-off Alberg/Alden ketch which was built in about 1937. She was the overall corrected-time winner of the 1953 and 1955 TransPacs, and I think first in her class and second overall in the 1951 race. Last I heard she was berthed at Kaneohe Bay, Oahu. The other boat is *Critereon*, a 64-ft custom John Alden yawl. I believe she won first in Class A in the 1959 TransPac, and was last seen somewhere in the South Pacific.

I'm looking for these boats because they were both owned by my father, Ira P. 'Prent' Fulmor. I can be reached at: sailci@gte.net

Mike Fulmor

Manager, Marina Sailing of Channel Islands

Mike → Your dad was one hell of a sailor. *Staghound* was second in class and fleet in '51, then corrected out first in class and fleet in '53 and '55. He didn't do quite as well with *Critereon* — perhaps because he'd become Commodore of the TransPacific YC — which was 4th in class and 8th overall in '57, and 12th in class and 15th overall in '59. By the way, there are several photos of him in the hardbound book *TransPac*, by Jack Snook, which was published by the TransPacific Yacht Club and the Maritime Museum of San Diego in 1980.

We regret to report we don't have any idea where either boat might be. Perhaps one of readers can help.

↑↓ MONEY FOR ENVIRONMENTAL ORGANIZATIONS

In the November 26 *Electronic Latitude*, you wrote:

"As for Waterkeeper Alliance, we think they ought to be ashamed of themselves. No matter how badly you need the money or support, sometimes it's best just to say 'no thanks.'"

I think you're wrong. Environmental organizations should, and do, take money from everybody. There are several good reasons for doing so:

1) If they accept the money, then it's not being spent in a way that's damaging to the environment.

2) Money, like dice, has no memory. Money is not tainted because of who it once belonged to.

3) Vilifying the very rich — or anybody else, for that matter — just makes an enemy. Accepting the donation offers the chance to open a dialog that might lead to real and meaningful progress.

John Pettitt

Lillith, WylieCat 39

Profligate crew on 2002 Ha-Ha

Sausalito

Readers — To bring everyone up to speed, what follows is the original press release from OneWorld, followed by our editorial remarks:



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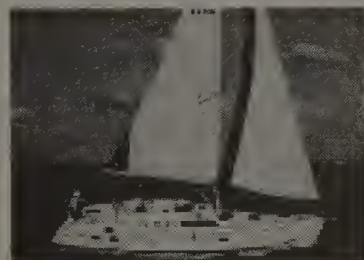
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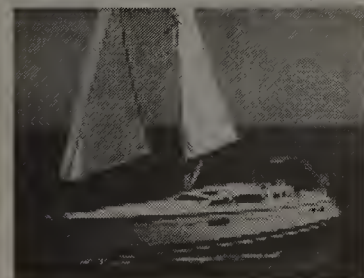
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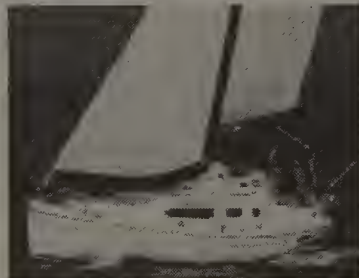
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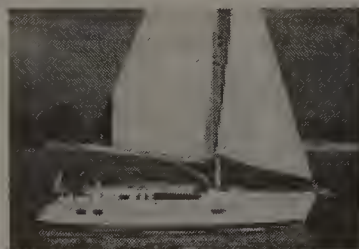
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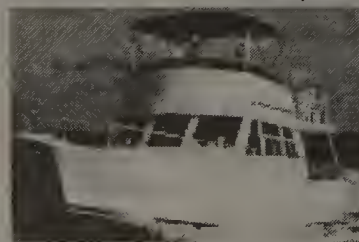
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LETTERS

"OneWorld Challenge announced today that they had joined with The Waterkeeper Alliance in an effort to protect and restore the quality of the world's waterways, and to preserve and protect the world's oceans from polluters. Waterkeeper Alliance is the international umbrella organization of over 90 Waterkeeper programs throughout North America, Latin America and Europe. Waterkeepers patrol their waterways, respond to citizen concerns, identify environmental problems, and devise appropriate remedies and advocate compliance with environmental laws."

This was Latitude's response:

"On the surface, this might sound like a good thing. If you look a little deeper, however, we think it stinks. OneWorld gets its money from Craig McCaw and Paul Allen. Three years ago, while on our annual New Year's working vacation in St. Barts, we raced against McCaw, who raced his 118-ft daysailer Extra Beat. We were told that the family was staying ashore in a villa, and that the family's private 727 was being kept in St. Kitts because it was too big for the little strip at St. Barts. As we recall, Allen — or at least his 200-ft motoryacht Muese — was also there.

"Two years ago, Craig and brother John McCaw were back at St. Barts for New Year's, but with two new motoryachts. One of them, Le Gran Bleu, was well over 300 feet. The other, Tatoosh, was right about 300 feet. That year we raced against Bellatrix, a new 72-ft Dubois sloop that was carried aboard Le Gran Bleu as deck cargo. Both Le Gran Bleu and Tatoosh carried sportfishing boats, subs, and other boats.

"Last year, only Tatoosh, now owned by Paul Allen, showed up for New Year's at St. Barts.

"We don't have a problem with people making a lot of money, and keeping the money in circulation by spending it on boats and planes and stuff. However, we have no stomach for individuals who could easily be considered guilty of wretched excess — to say nothing of habits the environment can't possibly sustain — pretending to take the high road on environmental issues and preaching down to the rest of us. It's sort of like the Rev. Jessie Jackson, having fathered a child out of wedlock and then covered it up, giving spiritual guidance to President Clinton after his dalliance with Monica. What incredible hypocrisy! Given their ultra, ultra extreme consumptive lifestyles, if McCaw and Allen want to donate to environmental causes, we suggest they do so privately. (In fairness, it should be noted that Tatoosh and Le Gran Bleu both were reportedly built to be operated with minimal environmental impact.)

"As for Waterkeeper Alliance, we think they ought to be ashamed of themselves. No matter how badly you need the money or support, sometimes it's best just to say 'no thanks'.

"What do you think about this?"

So ended our comments in 'Lectronic Latitude.

↑↓THEY CAN ONLY BE DESCRIBED BY ONE WORD

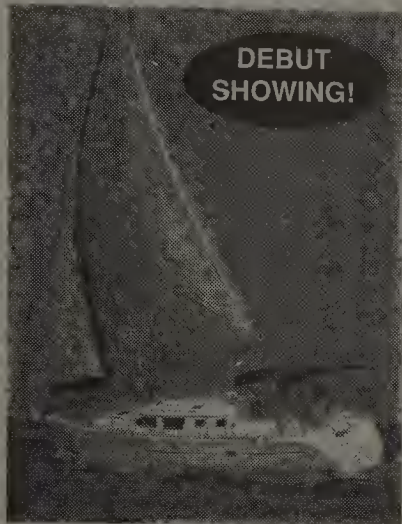
Anyone who owns yachts of the magnitude of Craig McCaw's or Paul Allen's — not to mention large private jets — and calls themselves environmentalists can only be described by one word — hypocrite! I'm sure they are only associating with Waterkeeper Alliance for the public relations benefits.

When we were in San Diego a few years ago getting ready to do the Ha-Ha, we pulled into a fuel dock, where the attendant pointed to Paul Allen's motoryacht — which was much smaller than the one he owns now. The attendant said she had just taken on 10,000 gallons of diesel — about 100 times more than we took on.

David Cahak
Fremont

BOAT SHOW PREVIEW

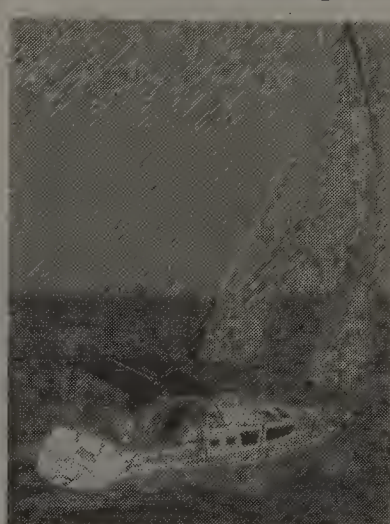
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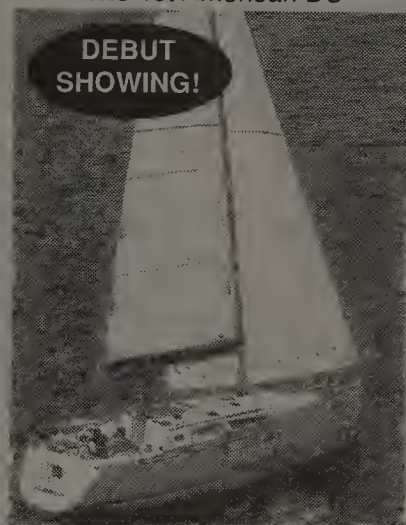
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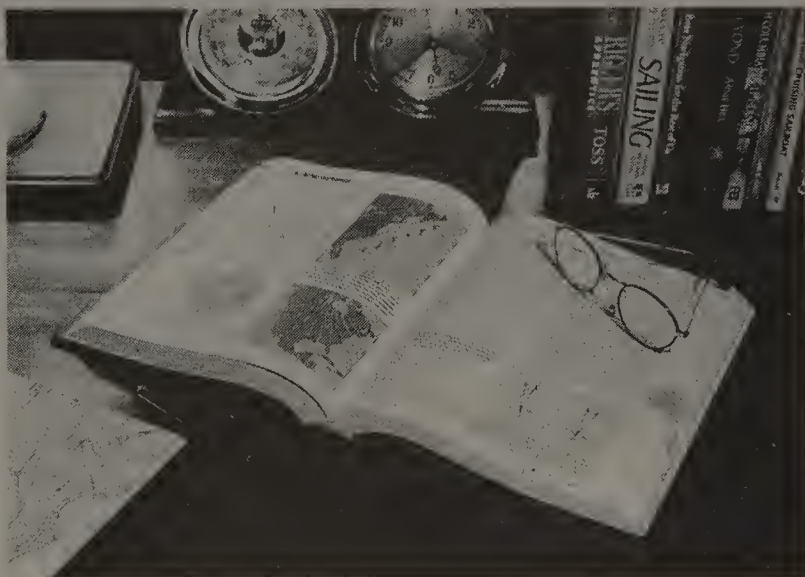
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LETTERS

↑↓IT STINKS ON BOTH SIDES

I readily agree with *Latitude's* position with regard to OneWorld and the Waterkeeper Alliance. OneWorld's position is as hypocritical as a militant vegetarian who wears leather shoes, and Waterkeeper Alliance's position is as defensible as the NAACP accepting donations from pre-apartheid South Africa. In short, it stinks on both sides of the transaction.

Kerry Myers
Mill Valley / Walnut Grove

↑↓IN THE WORDS OF PINK FLOYD

When it comes to billionaires and ecology, I can't help but remember the lyrics of *Money* from Pink Floyd's *Dark Side of the Moon* album: "Don't give me that do-goody-good bullshit..."

Christopher Miller
Kawau Island, New Zealand

↑↓THE ULTRA RICH ASSUAGING THEIR GUILT

Excessive consumption and environmentalism certainly do seem to be incompatible. And what contribution is OneWorld going to make to Waterkeeper? I've yet to see them luff up in the middle of a race to pick up floating trash.

The hypocrisy appears to run in the McCaw family. John McCaw's ex-wife Wendy — always referred to as "the billionaire environmentalist and publisher of the *Santa Barbara News Press*" — recently lost her legal battle to prevent the public from walking across her 500 feet of beach frontage at Hope Ranch.

On the other hand, it's a good thing that environmental causes don't have to depend solely on the Bush Administration for funding and support, or there simply wouldn't be any. I say it's fine for the ultra-rich to assuage their guilt and reduce their taxes by giving generously to worthy environmental causes — as long as the rest of us recognize where they're really coming from.

'Bear' Turpin
Oso Loco, Kettenburg 32
Santa Barbara

↑↓CHASE BOATS PICK UP THE TRASH

One of your responders to *'Lectronic* had this comment regarding OneWorld: "I've yet to see them luff up in the middle of a race to pick up floating trash." In defense of OneWorld, I know for a fact the chaseboats and tenders often return to the compound with man-made debris plucked from the Hauraki Gulf. Plastic bags and bottles, milk crates, clothing and boat parts are some of the loot. Although you may not see OneWorld's racing yachts luff up and help keep New Zealand clean, it is often the racing crew who radio the chaseboats during training sessions to point out the trash.

Rich Bowen
Auckland, New Zealand / Wickford, Rhode Island

Rich — To criticize OneWorld IAAC boats for not luffing up in the middle of a race to pick up some floating trash is beside the point. Furthermore, we don't for a minute doubt OneWorld's desire to protect the ocean environment. In fact, we're convinced that McCaw, Allen, and most other extremely wealthy people do care deeply about protecting the environment — so long as it doesn't crimp their personal style.

To keep the record straight, we want to reiterate that we're not necessarily against people owning yachts such as Allen's and McCaw's, we're just not comfortable with such owners trying to pass themselves off as environmental icons.

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LETTERS

⇅DUSTING OFF THE SEXTANT

Randy Ramirez asked where he could take celestial navigation courses. I recommend the United States Power Squadron, which offers a wide variety of marine classes, including celestial navigation. It is necessary to take the prerequisite courses in piloting and seamanship, but they are well worth it. Sandy and I have independently taken the JN course, which teaches the fundamentals of celestial navigation. The N course teaches more advanced techniques. I enjoyed taking the courses and still enjoy using the sextant to determine my position.

By the way, we have just arrived in San Diego after five weeks of gunkholing down from San Francisco. After completing our final preparations, which will include dusting off the sextant and refreshing our celestial skills, we'll be setting off on our voyage to Mexico.

Jim Barber & Sandy Moore
Esmeralda
San Francisco

⇅PEOPLE ASSOCIATE A PICKET LINE WITH A STRIKE

Last month you had a short blurb in *Loose Lips* called *Idle Ships* that was way off base. It was supposedly about a longshoreman's strike keeping ships from unloading cargo at the docks. I would remind everyone that there was no strike, but rather it was a lockout by employers. Yes, there were picket lines, and people naturally associate a picket line with a strike, but there was no strike. The ILWU should have hired a public relations firm early on to get their message out, for what was reported is not what was really happening. But that shouldn't surprise anyone, should it?

I've been reading *Latitude* for a long time. And as you can tell, I usually read every word on every page.

Ernest Leep
Long Beach

Ernest — You're absolutely correct in that it was officially a lockout by management rather than a strike by the union. Naturally, management said the lockout was necessary because a worker slowdown amounted to an unannounced strike. Like most people, we'll never know which side — if either — was right. We're just glad the strike/lockout is over.

⇅I LIKE THE IDEA OF A LAND CANAL

I can't help but wonder at your faint praise for Ed Grossman's plans for a 'land canal' that would allow boats to cross from Bahia de Los Angeles in the Sea of Cortez to Santa Rosalita on the Pacific Coast some 300 miles south of San Diego.

I had my boat transported north in 2000 by one of Ed Grossman's trucks. Since my ultimate destination was Portland, I agree that it was more preferable than even a trip by 'land canal' followed by a 'mini Bash'. But the thing was, I had tried to schedule my transport as early as mid-March, and Grossman didn't have a slot to truck me north until mid-June. I think the real problem with trucking boats north is that it's relatively expensive and doesn't have much to recommend itself if one's final destination is Southern California. For the trip to Tucson — where Grossman's trucks end their participation — the turnaround for one of his hydraulic trailer rigs is 48 hours. This means he can only do two or three boats a week — unless he shells out for another rig, which won't reduce his costs any. I imagine he's just looking at the land canal as a way to greatly increase his capacity to move boats in a way that will appeal to many of the people



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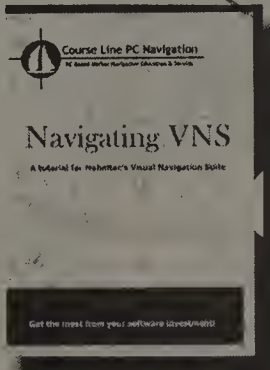
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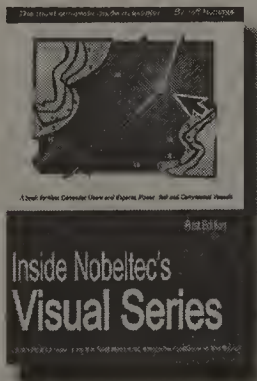
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LETTERS

who are now opting for the Bash. It sounds like a winner to me.

Doug Covert
Serendipity
Portland

Doug — We appreciate your differing opinion. Who knows, the 'land canal' may ultimately be built, and it might be a success, but we'll believe it when we see it. In any case, though, the 'Nautical Stairway' certainly won't be completed.

We appreciate your problem of having to wait several months to have your boat trucked from San Carlos to the States, but what makes more fiscal and environmental sense, Grossman and/or others buying additional hydraulic trailers and using an already existing four-lane highway, or building a 100 miles of new road almost solely for hauling boats across Baja... to a spot that's still 300 miles south of San Diego?

Flash! Just before going to press, we spoke with Heidi Grossman, who reports that after eight years of work, the family has given up on the 'land canal' because there have been too many obstacles and because they are too busy with their other business interests. Heidi says the project still might be viable if someone else were willing to devote his/her energy full time to the project, and that the family is willing to sell what permits and other assets they have related to the project.

Ironically, what really finished off the project for the Grossman's is the gigantic Nautical Stairway project — that's never going to be built. In its very finite wisdom, Fontaur, the government tourist development agency, went to all the different hotel, marina and airport locations, bragged about what a great project they would be building, and then started to buy land. So naturally everybody jacked up the prices of land before Fonatur could buy it.

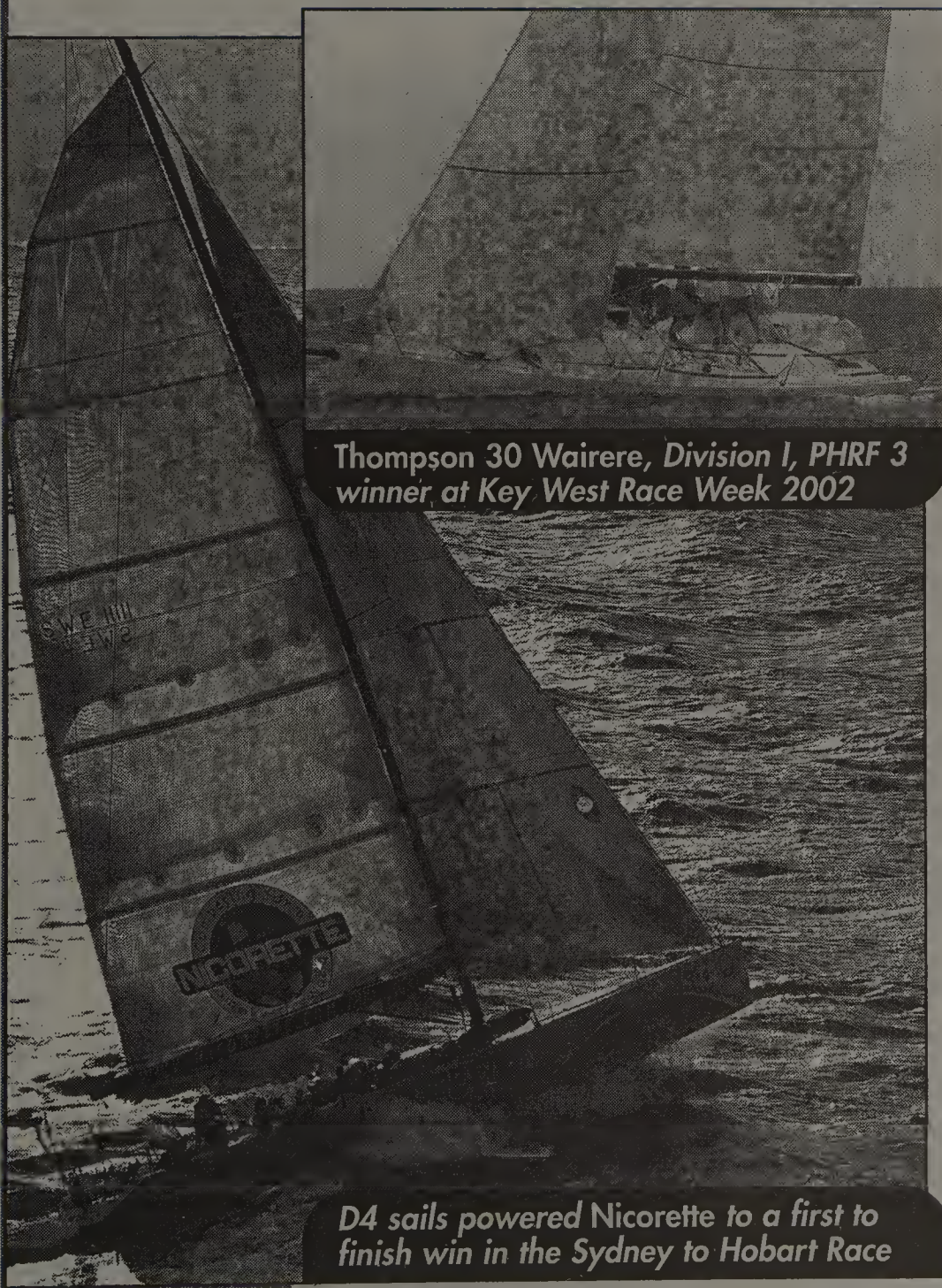
Furthermore, the majestic plans for all the hotels, airports, golf courses and marinas that will never be built, plus the vision of 70,000 boats coming down to Baja every year, understandably got the environmental groups and agencies all worked up. If it was true, it would get us worked up, too. As a result, the Grossman's permits for a three-dock marina at Bahia del Los Angeles were rescinded by the government environmental agency. Without the marina at BLA, the 'land canal' is deadlier than a doornail. So despite all the years of talk, what Baja is going to end up with is no Nautical Stairway, no 'land canal', and nothing for the population to do to put food on the table but ravage the Sea of Cortez or get involved with the drug trades. Nice options. What inhabitants of Baja could really use is thoughtful tourism development on about 1/10th the scale of the Nautical Stairway, and without all the golf courses and glitzy hotels. Don't hold your breath.

Heidi also says that if regular yachties think they have bureaucratic problems with the Mexican government, they have no idea what goes on with trailer boats and RVs at the U.S.-Mexican border. A typical — but by no means unusual — nightmare is officials who don't know the law will tell a trailerboater that he can get an import permit at Marina San Carlos, which he can't. So the folks at Marina San Carlos will send him to Guaymas, where the officials will insist that the owner trailer his boat four hours back to the border, where he'll again be told to drive down to Marina San Carlos to get an import permit. Too many bureaucrats just don't know the laws, and don't care that their ignorance is infuriating the same tourists that the country is trying to court.

↑↑ I'M LOOKING FOR A BOAT

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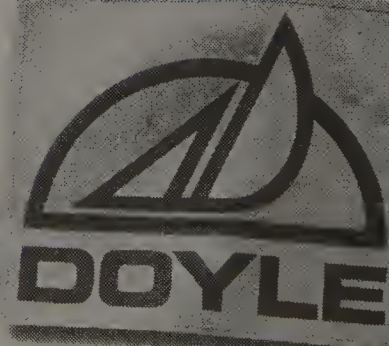
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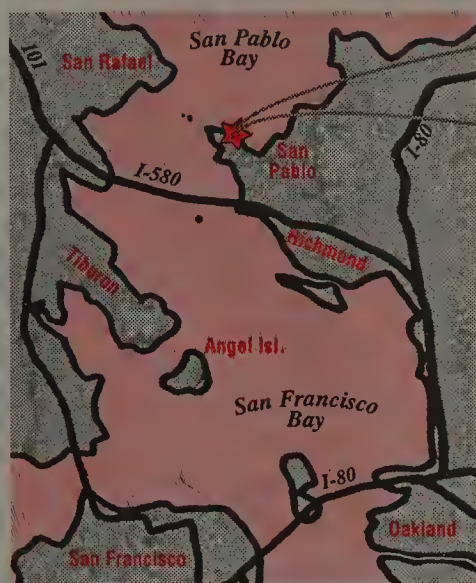
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LETTERS

about what boats I should consider buying, I should have been more specific about my price range, skills, and what I intended to do with the boat. My initial question, "What is the definition of an 'open ocean category' boat?" stems from what I was told by several British brokers, who laid out multiple subdefinitions, including hull specs, sail area to displacement ratios, ballast percentages, and such. It was said, in small mockery, that the only place in America that a true open-ocean category yacht could be found is at the Hinckley Yard.

Regrettably, I cannot afford a modern Hinckley — or any other state-of-the-art vessel. My search is, and has been, for the best of all old worlds, and at \$100,000 or less. This leads to what yachts, of this category, have the structural integrity to actually make open-ocean voyages. And yes, I need a boat of approximately 50 feet in length and some 6'6" of headroom, as I am set upon a couple of years living out this life-long dream.

Can I handle a 50-ft boat? I've spent some time sailing a Columbia 50 — for all its questionable might — singlehanded, and without benefit of electric furling. It's true that I'm very old, but also still capable of making any yacht 'sing' her peculiar song, and that is a great part of the lure. I can fix just about anything except electronic devices — which are clearly the work of the devil. In short, I would love an Oyster, but I can only afford crackers. But go ahead, walk out on that limb by listing four boats from 40 to 50+ feet upon which you would set sail for Kiribati.

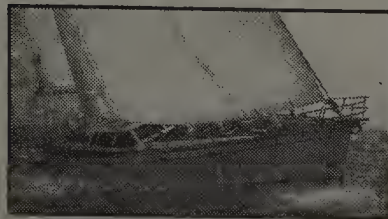
Jack Rebney
Planet Earth

Jack — The only people we can imagine snidely remarking that Hinckleys are the only good American boats are those who are still bitter about the colonies having broken away and losing the Empire. In other words, guys sitting behind desks and living in the last couple of centuries.

On the assumption that you're serious, let's cut to the chase. The critical facts are: 1) You've got \$100,000 to spend. 2) You're "very old" but can "still make a boat sing." 3) You want to cruise to Kiribati. 4) You need 6'6" headroom. Since all you've got is \$100,000 and you're talking about Oysters, Hinckleys, and 50-ft motorsailors, all our alarm bells are going off that maybe you're more interested in fantasizing about 'yachting' rather than serious about cruising. After all, what's the point in lusting after boats that you can't afford, and slamming those that you possibly could? For example, there's no reason a Columbia 50 couldn't sail to Kiribati. After all, scores of them did the TransPacs and Tahiti Races in the '60s, 'Broken Bottles' Bob Jensen and his wife Gail sailed their 50-ft Simoon across the Pacific a half dozen times, and Steve and Linda Dashew circumnavigated with their 50-ft Intermezzo. If you look, you can probably find a Columbia 50 for \$100,000.

However, since you're no longer in your physical prime, we think a Columbia 50 weighs too much for you to comfortably handle. Since the Columbia line of 'blister tops' was about the only one that had tons of headroom, why not look at 43s, 39s, or even 34s? In addition to being less weight to move around, these smaller boats cost a lot less. Let all your English brokers laugh, but Roy Wessbecher of Santa Clara did a seven-year circumnavigation aboard Brettia, a Columbia 34 — with seven-foot headroom — that he bought for \$20,000. You could buy a 34, 39, or 43 for a fraction of \$100,000 and have money left to take care of any structural and engine issues.

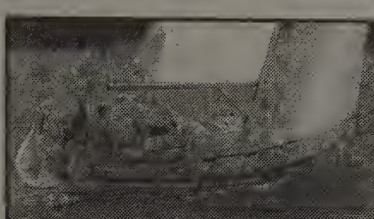
If you don't like Columbias, how about a Gulfstar 50, Islander 44, Cal 40, Force 50, CT-41, Irwin 42, Westsail 32, Endeavour 37, Tartan 37 yawl, Pearson 38, or a Union 36 —



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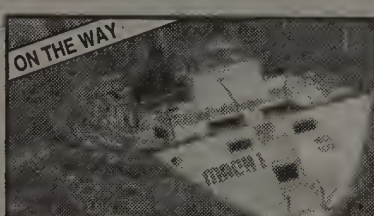
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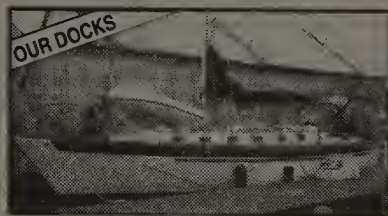
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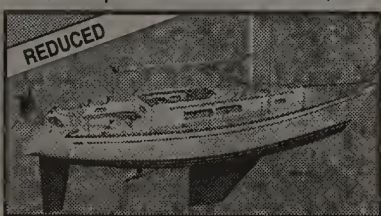
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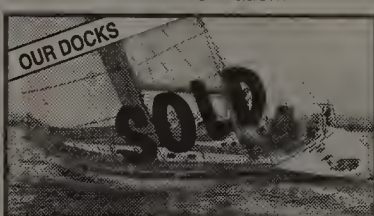
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* 1997 Valiant 50	549,000	1981 Valiant 40 PH	SOLD
* 2000 Wauquiez 48	339,000	* 1981 Valiant 39	104,000
* 2000 Malö 45C	621,000	* 1986 Wauquiez 38 MkII	111,500
* 1995 Wauquiez 45 Cat	225,000	* 1983 Malö 38	\$119,000
* 1996 Valiant 42	SOLD		

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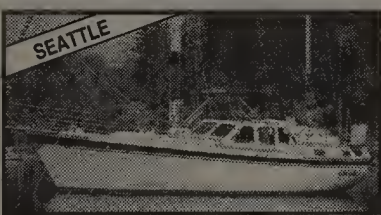
* = Out of Area



1976 Valiant 40 one owner for the last 17 years! **\$119,900**



1978 Valiant 40 Clean boat, many recent upgrades. **\$119,500**



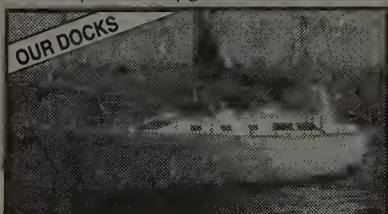
1985 Nauticat 40 Very nice condition, all-season cruiser. **\$189,500**



1984 Southern Cross 39
World cruiser. Must see! **\$129,900**



1983 Wauquiez Hood 38
2 owner. Rare MkII. **\$119,900**



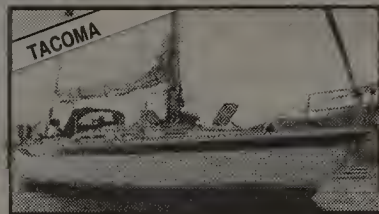
1978 Valiant Esprit 37
Offshore ready. Nice. **\$114,500**



1984 Reliance 37 Bob Perry design immaculate, one owner yacht! **\$104,900**



1993 Nauticat 35 Unbelievable interior, spectacular condition. **\$159,900**



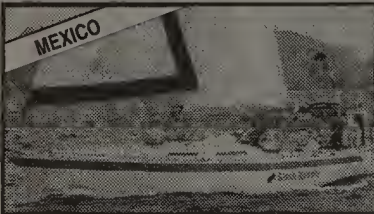
1982 Wauquiez 35 Owner spent over 20K in upgrades. **\$83,000**



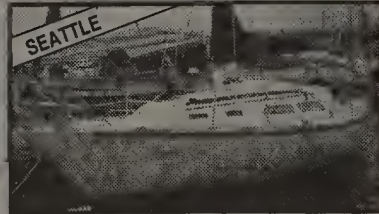
1984 Wauquiez 35 Pretorian
2 owner. Rare shaft drive. **\$87,900**



1983 Wauquiez 35 Pretorian
Lots of gear. Nice! **\$79,000**



1981 Wauquiez 33
Loaded and ready to go! **\$62,500**



1985 Islander 28 Perry design, nicest one around. **\$29,500**



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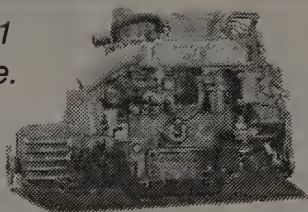
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LETTERS

which are just some of the boats available in your price range in last month's Classy Classifieds. There's even a Columbia 34 for \$11,000. In other words, there are scores of boats out there capable of doing what you want. Now it's time for you to decide whether you think it would be more fun to live your cruising dream or be disgruntled because you can't live your dream in a style that's beyond your means. We're sure you'll make the right choice.

JUST AS MUCH FUN THE SECOND TIME

Having done the Ha-Ha in 1996 and having had a great time, we were expecting thoughts of 'been there, done that'



COURTESY SHAMANESS

'Shamaness' flying her colorful nylon sails.

when we did it again in November. But this year's event was just as much fun again! We can't get over how much we enjoyed hanging out with the other sailors, listening to all the stories, sharing the excitement, enjoying the camaraderie — and especially 'racing' to Paradise with a fleet of 110 boats.

Every time a 'good-samaritan' made a 'public service' announcement over the VHF radio — "freighter over here," "dorado for lunch," "dolphins over there," "turtle headed north," it just kept reminding us that we were sailing downwind(!) surrounded by a 'bunch of kids in a candy store'.

"How could we have even considered not joining the Ha-Ha again?" we kept asking ourselves.

The Grand Poobah and his assistants are to be congratulated on their talents as organizers, leaders and teachers. The whole experience is very rewarding to everyone involved, and was especially helpful to the new cruisers. I feel a Ha-Ha cruise puts new cruisers on the fast track to acquiring cruising skills and knowledge because they are learning from everyone in the entire fleet. And once the Ha-Ha is over, they begin their cruising adventure with all sorts of wonderful contacts and lifetime cruising friends. Thank you very much.

Dennis & Kristin Clifton
Shamaness, 36' Chung Hwa Ketch
Novato / La Paz, B.C.S. Mexico

Dennis and Kristin — Thank you, we're delighted that you enjoyed the Ha-Ha once again.

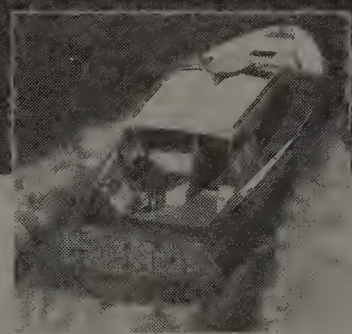
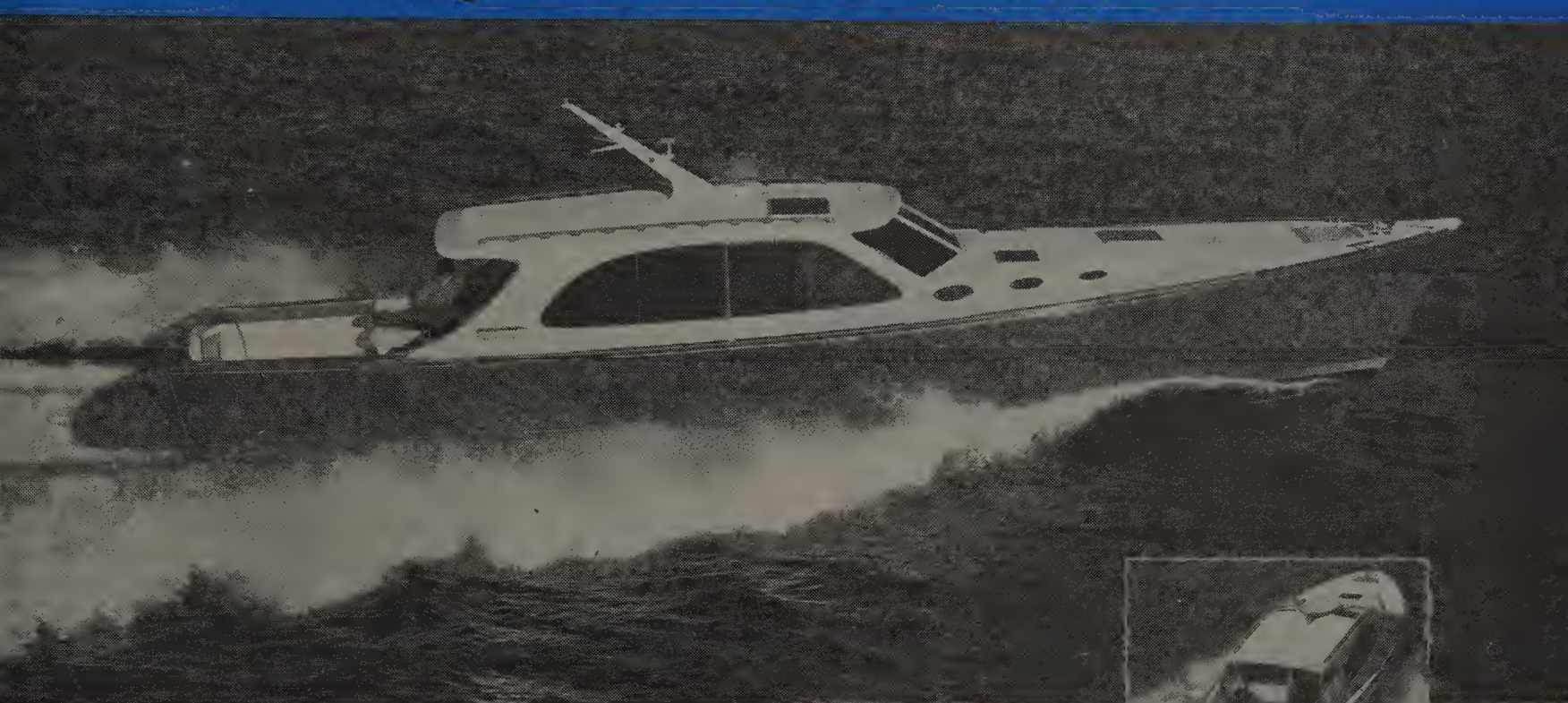
REAL LIFE SAILING

The Baja Ha-Ha 2002 — what a hoot! We have a picture of us aboard *Journey* sailing under the Golden Gate Bridge in full-up heavy weather foulies. But then we turned left, and every day it got warmer — until finally we were wearing shorts and the coveted bright green Ha-Ha shirt at the Awards Party for having sailed the entire length of the Ha-Ha.

We earned the green 'soul sailor' shirt because of two secret weapons. First, Phil McFarlen, a Singlehanded TransPac vet who is a great tactician and knows how to trim sails. Second, because of a second set of twin headsails, recommended

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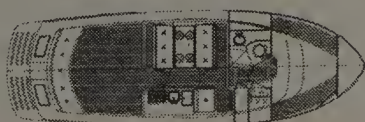
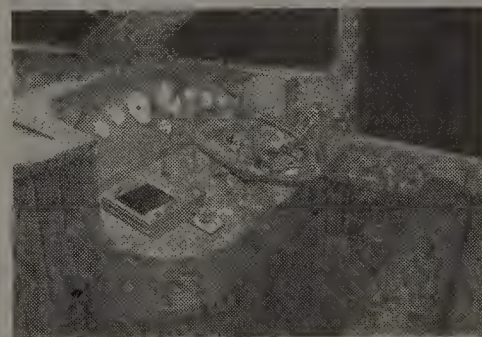
A tank-tested hull, designed by Ian Murray of America's Cup fame, is just the beginning of the Avalon

allure. Thirty-knots is the cruise speed that will whisk you away for the weekend.

The cabin, handcrafted in Burmese teak with crushed granite and Italian leather appointments, speaks to the

highest standards of excellence. Innovations and comfort features including power windows, steering and engine controls are all standard. A wine cooler, flat screen televisions, and a multi-speaker digital sound system will make any entertainment opportunity an occasion.

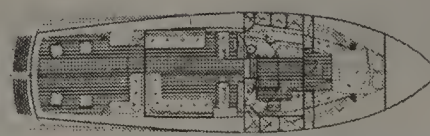
Rarely do you find a craft that so successfully combines performance, comfort and luxury. We invite you to come and experience the new Avalon 50.



AVALON 32



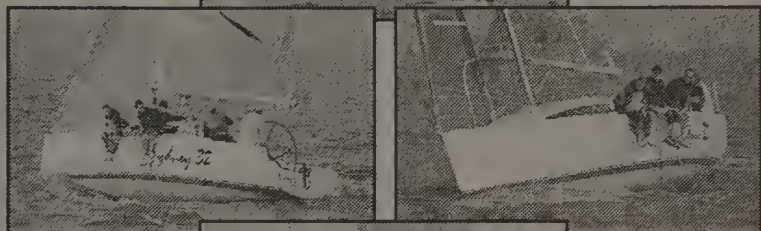
AVALON 38



AVALON 50

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LETTERS

by Phil, that allowed us to sail safely through each night. The 'twins' are great because they're so much easier to handle than a spinnaker that we can't imagine why every cruiser doesn't have them.

Every day and every stop of our trip seemed more fun than the one before. We have shaken off our Bay Area isolationism, and now talk to anyone who will listen, and listen to anyone who will talk. We have been at La Paz for the past weeks enjoying Ha-Ha stories from the 2002 group, and stories from those who had done previous Ha-Ha's. It's amazing to us how many of the cruisers here came down in one of the Ha-Ha's — almost everyone we've met. Like us, most of them aren't planning to go back north.

The consensus among the cruisers here is that the Grand Poobah is a cross between a god and a magician, who somehow gets people off their butts and onto their personal adventures. If he is a god, he's one who knows how to have fun and how to throw a hell of a party.

We follow the Volvo Race, the America's Cup, the TransPac's, and the other big-time races, and marvel at the money competitors invest in them. And all the winners get is a silver cup — perhaps not standing quite tall enough for the big green Ha-Ha soul sailor's shirt. We, the crew of *Journey*, and just about everyone we talk to, think that *Latitude*, the Ha-Ha corporation, and especially the Grand Poobah, have contributed more to real life sailing than any of the big boys who chase the silver cups. Thanks again for a great ride!

We'll be in La Paz for a couple of months enjoying the town, sailing to the islands, and then in mid-January we'll head to the mainland.

Ed Lord & Kathy Babcock
Journey, Beneteau 37
Redwood City / La Paz, Mexico

Ed and Kathy — Forget the god and magician business, the Poobah is just someone who genuinely enjoys helping folks have a good time on the water. And when it comes to regular sailing folks, we can't think of a better way for them to do it than on a mildly adventurous Ha-Ha.

↑↓WHO MIGHT BE RESPONSIBLE?

Living on the frigid East Coast, all I have to see me through the long, cold winter is the monthly arrival of *Latitude* — and *'Lectronic* — to keep me out of the loony bin until spring arrives and I can go sailing once again. Pretty pathetic, ain't it?

Was I very bad last month? Is that why I never got my November issue of *Latitude*? Or was it sent, and if so, should I contact the FBI to launch a full-scale investigation into why it never arrived and who might be responsible for this heinous crime? The December issue arrived today, saving me from the *Latitude* DT's. Do I have any hope of ever seeing the November issue, or am I S.O.L.?

Christine Watson,
Alitloff, Cal 36
Oxford, PA / Wickford, RI

Christine — If you or anybody else doesn't get an issue, call us rather than the FBI, and we'll get you a replacement issue as soon as we can. As for you folks living through long and cold winters, bless you, we have no idea how you manage.

↑↓ANOTHER REASON TO AVOID CRUISING IN MEXICO

Lots of negative articles have been written about the cost and procedures for clearing in to ports in Mexico, so there's

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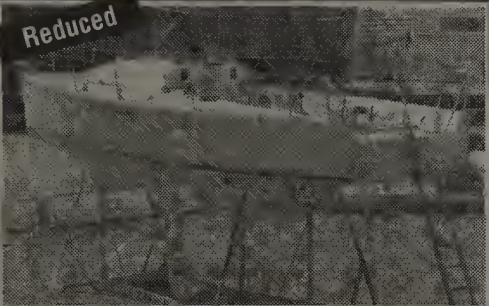
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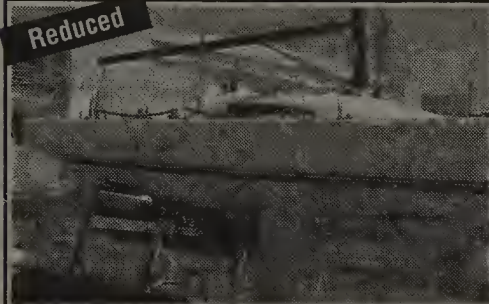
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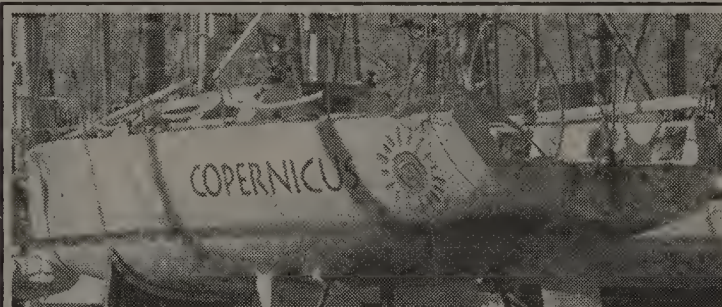
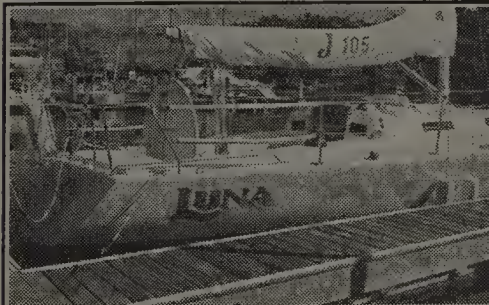


34.5' J/105 1999 Luna

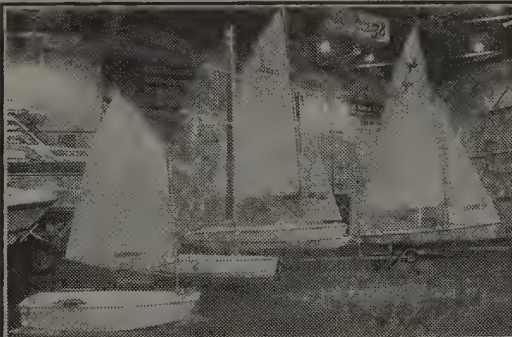
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Marine Trader 46	1980	\$140,000	Carroll Farr 40	1997	\$175,000	Islander 36 Sloop	1971	\$25,500	Hunter 31 Sloop	1987	\$29,500
Hunter Passage 450	1999	\$235,000	Mariner Ketch 40	1971	\$50,000	Sydney Yachts 36	2002	\$197,900	Capital Newport 30	1973	\$9,000
Schumacher 44	1998	\$74,000	Beneteau Oceanis 390	1988	\$122,000	Catalina 34 MkII	1998	\$89,000	San Juan 30 Sloop	1978	\$12,500
Custom Bob Smith 43	1985	\$49,000	Carroll Marine 39	1995	\$99,000	Hunter 34 Sloop	1986	\$39,500	Santana 30/30	1983	\$24,000
			Hans Christian 38	1979	\$79,000	Aries 32 Sloop	1984	\$27,500	Columbia 8.7 Sloop	1977	\$9,500

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LETTERS

no need to elaborate on that. However, another difficulty has arisen. Checking in and out of Puerto Vallarta now requires using an agent. So now we are faced with yet another expense. When does it stop? What port will be next?

Another wrinkle is that now the Port Captain in Zihuatanejo is requiring proof of Mexican liability insurance for boats that anchor in the bay. This shouldn't be a problem for most cruisers, but is this the end of the bureaucratic nightmare? I think not! Furthermore, it now costs \$10 U.S. per day in API fees to anchor in Huatulco. For this you don't even get to dump your trash or land your dinghy.

Mexico continues to shoot itself in the foot with regard to cruisers. But they don't care, as many letters and emails of complaint to Tourism have been to no avail. Therefore, we recommend that cruisers avoid Mexico. Cruisers sailing south from the United States should sail directly to Central America, where cruisers are welcomed, where there is less bureaucracy, and where the beaches are better. For those currently in Mexico, we should all leave. After 4.5 years in Mexico, that's what we'll be doing in the spring.

Don't misunderstand us — Mexico is wonderful and the people are friendly and helpful, but the government needs a wakeup call.

Ray & Sandy Cumberworth
Puffins
Mexico

Ray and Sandy — According to Dave Starr of Speranza, who got his info on December 17 from Juan 'Paperman' Pablo, "The Puerto Vallarta Port Captain is strongly urging the skip-

pers of vessels to use an agent to clear in because his office is overworked at this time. If a skipper insists on checking in himself, he will be allowed to do so, but he must have all paperwork in perfect order. If there are any complications, the Port Captain may insist on the use of an agent. Many of the complications the Port Captain is seeing are due to paperwork being improperly prepared by other port captains."

Relations have always been very good with the Port Captain at Nuevo Vallarta.

Is it crazy that cruisers should have to suffer financially for the mistakes of Mexican port captains? Yes, it is. Is it crazy that the port captains in nearby La Cruz and Nuevo Vallarta don't need to have cruisers use a ship's agent to check in, while the one in Puerto Vallarta does? Yes, it is.

Mexico indeed continues to shoot itself in the foot with ridiculous clearing procedures and expenses. We wish we could report that it will change soon, but that's not likely to be the case. For one thing, the clearing procedures involve a number of different agencies — port captains, aduana, immigration, and taxation — all of which are parts of different branches of government. The odds of trying to get them to all change at once is . . . well, not good.

As much as this pisses cruisers off, ourselves included, it's



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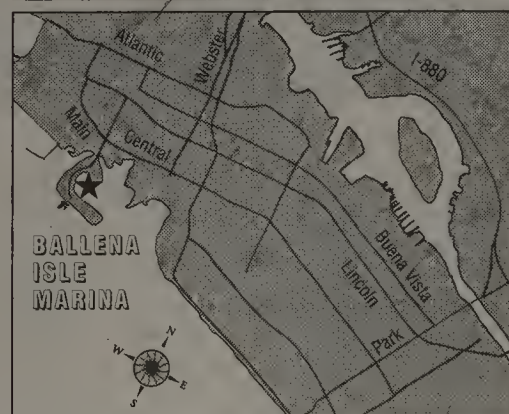
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LETTERS

important to keep everything in perspective. First of all, if you're clever about planning your cruising itinerary, you rarely have to check in with port captains, and the total time and money wasted clearing during a season won't be that great. Secondly, if you were visiting Mexico by land and staying in a condo or hotel and eating all your meals in restaurants, you'd have to be paying something like 15% tax on all food and lodging. That adds up. Of course, that's not true in just Mexico, but also in the United States. In San Francisco, for example, visitors pay 14% in hotel taxes, and that's 14% of much more expensive rooms. Last year San Francisco visitors paid \$435 million — not a typo — in hotel taxes. It's a big haul, but it goes fast when city employee benefits include things such as sex change operations for domestic partners.

That the Z-town Port Captain is demanding that all boats have liability insurance is an entirely different matter, and is a direct response to the Mariner 35 ketch being abandoned on the beach in September — a ketch that still besmirches the shore.

↑↓ERNESTO'S ADDRESS

We were on the 2001 Ha-Ha and had promised Ernesto, the fuel delivery guy in Turtle Bay, some shirts. We'd like to send them to him, but unfortunately don't have his address. Do you have it?

And thanks once again for doing such a good job running the Baja Ha-Ha. Our family will remember it always.

Jamie Hoff
 Sorina, Columbia 45
 San Francisco

Jamie — Thank you for the compliment. We don't know Ernesto's address or how smart it would be to try to mail them to him in Turtle Bay. We suggest you send the shirts to Downwind Marine in San Diego, which will put them on a boat headed south.

↑↓HOW OUR MINDS PLAY TRICKS ON US

The 'mystery island' in the November 29 'Lectronic Latitude' photos is definitely in the Marquesas. My wife and I were there on our Ranger 33 Eleu in October of 1986, and recall seeing Cousteau's *Calypso* in Nuku Hiva. I would guess the photo is Fatu Hiva, although I don't recall there being a large offshore rock as can be seen in the photo. Perhaps it's Elao, the northernmost island in the group? We tried to stop there, but after rocking and rolling for an hour, we took off on a 15-day sail to Hilo.

Bill Leary
 Eleu, Ranger 33

Bill — The photos are actually of Cocos Island, several hundred miles off the coast of Costa Rica. We're not publishing your letter to embarrass you, but to make a point about how easily we can be positive about something that isn't true. In fact, it happened to us on the Ha-Ha, when the only reason we didn't bet one of our crew \$100 that what we were looking at was Punta Eugenia rather than Isla Natividad, was that we "didn't want to take his money." Such examples are the primary reason mariners constantly have to double and triple check their positions and confirm that what they think they are seeing is what they are really seeing.

↑↓SEEN THE MYSTERY ISLAND TWICE IN THREE YEARS

Based on the photos, the 'mystery island' in the November 29 'Lectronic Latitude' has to be Cocos Island, Costa Rica. The

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GENERAL ULYSSES S. GRANT HAD JUST VISITED CALIFORNIA.

CONSTRUCTION OF FORT POINT BEGAN.

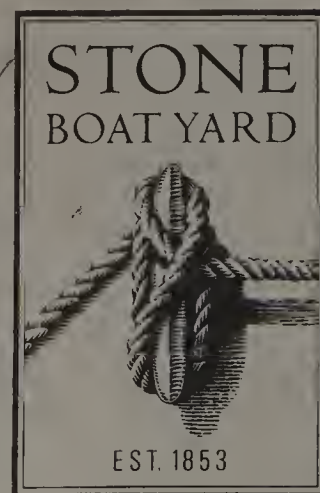


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LETTERS

Cousteau rock sculpture and the hammerheads — I think they're hammerheads, my computer image isn't that great — pretty much give it away. I've been to Cocos Island twice in the past three years and would love to go again.

The Costa Rican government is working pretty hard to keep the sanctuary status for the island, but there is still commercial pressure to hunt the sharks. My wife Paula and I kayaked out to a pass between the main island and an offshore rock and went diving with the hammerheads. Being nose-to-nose with these curious 14-foot creatures who are straight out of Jurassic Park was one of the more unforgettable experiences in my life.

By the way, the rock sculpture was made during Cousteau's 1987 filming expedition, and can be found near the ranger station. The Cousteau video about the island is worth renting if available — but be forewarned that it's excessively dramatic about hidden treasures and the danger of the sharks.

Kent Benedict

Chief Medical Officer, TS Golden Bear

↑↓MY WIFE WAS THROWN FROM THE TUBE BY A WAVE

In the September issue, Jon Jones raised the question of whether it is safe for passengers to sit on the tubes of an inflatable dinghy. While it sounded to me as though Section 655 of the Harbor and Navigation Code was geared toward rigid aluminum or fiberglass boats and not toward inflatables, I may still have to side with Mike Dugger, the Marine Sheriff who was going to cite Jones. What is missing for me in the picture is how Jones was operating his boat — whether he was planing and if the conditions were rough. Also, was Dugger citing the most relevant code available in order to avoid an unsafe situation, or was he just being a hard-ass?

In the thousands of dinghy excursions that we have made during more than 11,000 miles of cruising, I admit that we sit on the inflatable tubes of our 10-ft Caribe dinghy during the vast majority of the time that we are using it. But when we are planing in choppy conditions, I ask everyone to come in off the tubes and sit inside the dinghy — which I also do. This has always been our practice, but my enforcement became more rigorous two years ago in the Sea of Cortez after my wife was thrown from the bow of a friend's dinghy by a wave. Swept under the speeding dinghy, the outboard propeller came so close that her shirt was torn, but thankfully she wasn't injured.

I don't care for the idea that safety has to be legislated — so long as other parties are not endangered. I think it's better that people be made aware of the difference between safe and dangerous practices so that they can make the choices themselves. Most of the time I consider sitting on the tubes of an inflatable dinghy to be a perfectly safe practice, but when planing in rough conditions, a passenger sitting on the tubes has an elevated center of gravity that makes it easier for him/her to be flipped out of the dinghy and into the propeller.

Names withheld

San Francisco / Opuia, New Zealand

N.W. — It's certainly true that poorly-operated outboard-powered vessels have the potential to be incredibly dangerous — but the same can be said for manual lawn mowers, bicycles, shopping carts and surfboards.

We're confused by your recommendation, which seems to be that there should be no planing in rough conditions. The big problem is how to define 'rough'. What's rough for an eight-foot inflatable with a flat bottom can be a piece of cake for a 12-ft inflatable with a fiberglass V-bottom. And what's rough going

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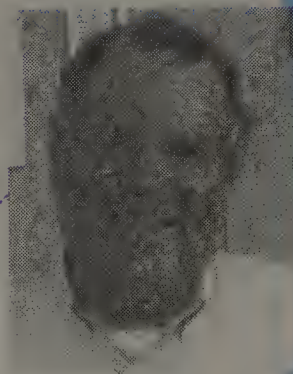
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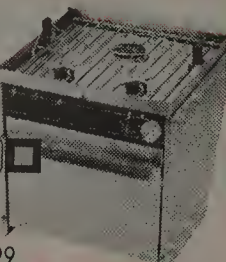
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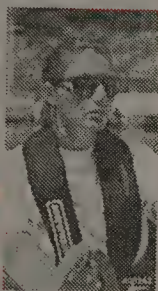
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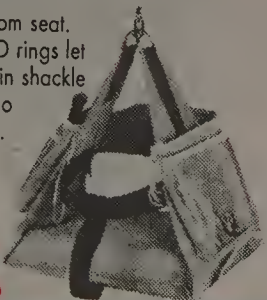
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LETTERS

into the waves can be smooth as silk going with the waves. Furthermore, give some jerk an inflatable with enough horsepower, and he'll bounce the passengers right out no matter if they're sitting on the tubes or the floor.

In our view, what's required are operators who fully appreciate the responsibility they have when operating a dinghy with passengers. And parents, who understand what responsibility they are giving their children when they give them the keys to the dinghy. While at Two Harbors, Catalina, last summer, we saw this kid who couldn't have been any more than 11 with his younger brother and sister, screaming around the harbor at full throttle in an inflatable powered by a 35-hp outboard. They had to be doing 30 knots or more. The boy repeatedly brought the inflatable to a standstill, and then floored it, nearly flipping the boat. Then he let the younger brother have a turn at the controls. It was the most insane nautical stunt we've seen in years. It's a miracle the parents didn't end up with some dead children. By the way, the kids were always sitting on the dinghy seat, not on the tubes.

LIKE TO FOLLOW A CRUISE

Like thousands of others, at the present I can only 'cruise' on my computer. I would love to be able to follow a boat on its cruise, with daily photos and text. Can you help me find one?

Johnnich760@aol.com

Cyberspace

Johnnich — It's not updated daily, but we suggest you check out www.wherescherie.com. This is basically the log of the cruise of Greg Retkowski and Cherie Sogstl, who met during the '01 Ha-Ha, and who are now cruising from Panama to the Eastern Caribbean aboard Greg's Morgan Out-Island 41 Scirocco. Cherie is a very funny writer, and they frequently post a number of unusually good photos.

You could also go to the Atlantic Rally for Cruisers site and replay the daily reports and photos of this year's ARC. They include the tragic death of a crewman at the end of his harness, as well as the sinking of one boat.

Anybody else have any site they'd like to recommend to armchair cruisers?

YOU CAN HELP PROTECT MEXICO'S SEALIFE

Those of us at Sea Watch would like anybody who was part of the Baja Ha-Ha — or sailed to Mexico on their own — to report if they saw any longliners or driftgillnetters working within 50 miles of the Sea of Cortez. We've talked to a couple of Ha-Ha boats that reported seeing lighted buoys off the coast of Mag Bay, and recorded this information in their logs. If anybody else saw or sees these longline buoys — unlit during the day and illuminated at night — we need the time, date, and location.

Many longliners working off Mag Bay target the striped marlin that are migrating south. They like to work the 1,000-fathom curve, which is often inside the 50-mile limit. Sea Watch is working hard to get vessel monitoring systems on all medium and large fishing boats working in Mexico. Any input logged reports of boats longlining or driftgillnetting within 50 miles of the coast will help that cause.

The sighting data can be emailed directly to me at mmcgett@aol.com, sent to 3939 N. Marine Dr. #12, Portland, Oregon 97217, or phoned/faxed to (503) 285-3673.

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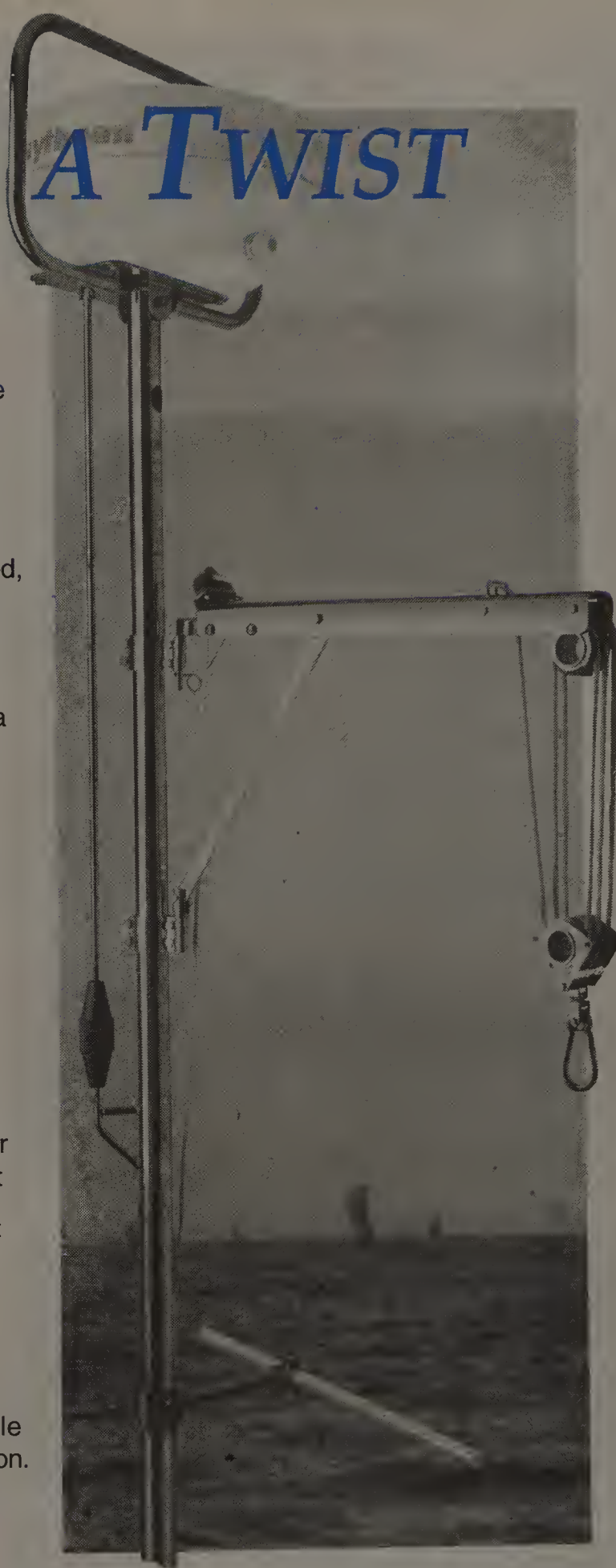
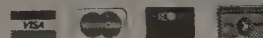
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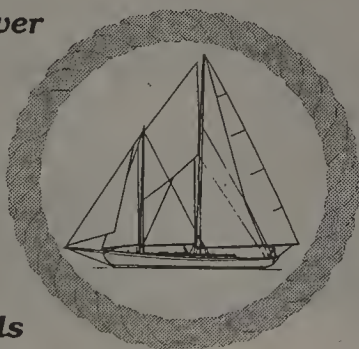
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It's A Mariner's Fact: There has been an incidence of failures of upper diagonal shrouds in deeply-reefed boats sailing in ocean conditions. When mainsails are reefed, the diagonals essentially become the mast's upper shrouds. This increased demand, combined with the shock loading that can occur in ocean wave conditions, may account for a number of the failures that have been reported.

— Source: US Sailing

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LETTERS

you are interested in the health of the Sea of Cortez and the Pacific Coast of Baja, please visit our website at www.seawatch.org.

Mike McGettigan
Sea Watch

Readers — We encourage everyone to support Sea Watch with reports of sightings of longliners and driftgillnetters. In addition, anyone interested in the health of the Sea of Cortez and other Mexican waters should check out the www.seawatch.org website and hit 'site map'. From there, you will get perhaps the best quick education on the subject from folks who know, love, and have been using these waters for many years.

↑↓EARNING A CUSTOMER FOR LIFE

While in Bermuda a few months ago aboard *Sturdy*, my Kelly-Peterson 46, I decided it was time to change my Jabsco gray water pump, which had quit. Rick Whiting, a friend visiting from Sausalito, took the pump out, and then I rowed for 25 minutes to take it to the Jabsco distributor in Hamilton to use as a sample for a replacement pump or to get a new impeller. After a fun-filled row with rain in my face the entire time, and a 30-minute walk in the rain to find the marine store that carried Jabsco pumps, I found the store didn't have a replacement pump or the proper impeller. Furthermore, their master catalog of Jabsco products didn't even mention the pump that I was holding in my wet hands!

While back in Newport Beach, California a few weeks later, I called the Jabsco office in Costa Mesa. A great guy named Gary Cragin explained — it's too complicated to go into — why the dealer in Hamilton had the wrong catalog. He said he was truly sorry, and I figured that was the end of it.

Today, as I was about to walk out the door to go to LAX to fly back to Bermuda — from which I'll sail to the British Virgins — FedEx appeared with a package. Inside was a new \$85 bilge pump and float from Jabsco, with a note saying how sorry they were for all the fruitless rowing I had to do in the rain in Bermuda.

Thanks Gary Cragin and Jabsco, you've earned a customer for life!

Stephen Lee
Santa Barbara

Readers — One of the unfortunate things about having a limited number of editorial pages is that we don't have space to print all the letters readers send describing the times marine businesses have gone beyond the call of duty to help them. There is lots of good customer support and service out there.

↑↓BAREFOOT CHARTERS

In the November issue, Tara White asked if anybody had placed their boat in management with Barefoot Yacht Charters. I have and would be willing to discuss the experience. She can reach me at landlya@yahoo.com.

Frank Ruby
Planet Earth

↑↓BARKERS ON BOATS

It was with horror that I read about the yellow lab Sandy nearly being asphyxiated as a result of trying to jump overboard while tied to a boat with nobody aboard. I read the article while housesitting and dogsitting for friends in La Paz. The dog is an eight-month-old yellow lab named Luna — short for Lunatic because she is an exuberant puppy who dives

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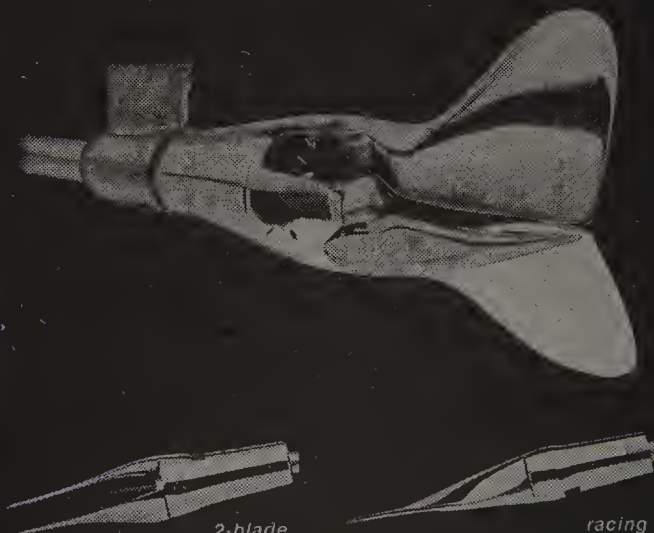
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into the pool at least half a dozen times a day to retrieve a leaf, a ball, a reflection, or just because she knows that labs love to swim. Housesitting with us is Maggie, our six-year-old Boston Terrier, who only mildly tolerates the never-ending attention lavished upon her by Luna.

We found Maggie at the Humane Society in San Diego when she was seven months old. To protect her from falling overboard from *Quasar*, our Columbia 45 sloop, we put up safety netting around the lifelines. In addition, we often took her to the Dog Beach to teach her how to swim — although she didn't like the cold water, the waves splashing in her face, or the big dogs sniffing and pooping around her private-parts. We also bought a PFD and had her wear it occasionally.

By the time Maggie was two years old, we sailed down the west coast of Baja and headed for the Sea of Cortez. By this time we knew she could swim, even if she didn't particularly like it. But once she put her feet into the warm waters of the Sea of Cortez, she became the Esther Williams of the yachtie dog set!

Nonetheless, we're aware of Maggie's limitations, so we have taken precautions to protect her from the water dangers. For example, we would never, ever tie her up aboard *Quasar* while we were away. For that matter, responsible dog 'companions' would not leave a dog tied up at all — unless someone was around to monitor the dangers a dog can get into while tied up.

To Sandy's 'companions', I would say protect her from any future hanging-drowning scenarios with lifeline netting — even if you have to string it up higher than we had to for our small Boston Terrier. After all, you know she's going to go swimming — with or without your approval. With training and patience, she will be a wonderful cruising companion for you. But use the rope for tying gear down, not Sandy.

Eldon & Monica Lawson, and Maggie
Quasar, Columbia 45
 La Paz, Mexico

↑↓PROS AND CONS ON THE DIFFERENT PROPS

Since you've lost both Max Props and Flex-o-Fold props on *Profligate*, you must also have experience on their relative performance. I'm curious how you would compare their performance in forward and reverse, as well as under sail. Next time the subject of props comes up, perhaps you could share your opinions.

Dave Biggs
 Runnin Late, Cal 35
 Coyote Point

Dave — Since we hope there isn't a next time with us losing a prop, we might as well share our opinions right now. By the way, we still can't figure out how we lost two Max Props and one Flex-o-Fold prop in one year, but we're beginning to lean toward the theory that our boat or the marinas she's been in have been really hot, and that key pieces that should have kept the props from falling off were victims of excessive electrolysis. It still doesn't seem that possible, but when we look at the props installed as they should be installed, it seems even more impossible for them to come off for any other reason.

*When it comes to Max Props, we want it known that we had a fixed three-bladed version on Big O for about eight years, and never had a problem with it. We also had two Max Props on *Profligate* for 4.5 years without any problems, and were quite fond of them. Based on our experience, the flat-bladed Max Props had good power in forward and very good power in*



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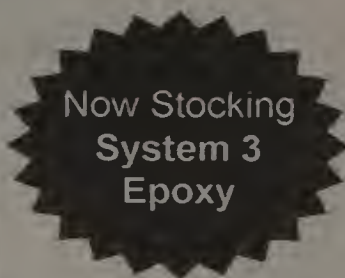
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LETTERS

reverse. On the negative side, they had quite a few small parts, the pitch couldn't be adjusted in the water, and they feathered rather than folded back. It's now possible to buy Max Props that you can change the pitch on in the water — although not for sail drive units. One negative about the feathering quality of the Max Prop is that when Profligate was flying along in the high teens and the feathering prop snagged a clump of kelp, the prop would fly open, the engine would turn over even though it was off, and the back of the boat sounded as though it was being torn off. But overall, we thought the Max Props were very good.

Flex-o-Fold props are very similar to Gori props. These differ from Max Props in that they can be put on and taken off while the boat is in the water — even in the case of sail drives, they have fewer small parts, the blades have pitch, and when not in use the blades fold back rather than feather. The only way you can adjust the pitch, however, is by changing blades. Thanks to the curved blades, we get about half a knot more speed in forward with the Flex-o-Folds, but they are less powerful in reverse, particularly at low rpms. We also appreciate that they don't snag seaweed at speed. We also must confess that we marvel at the simple elegance of the Flex-o-Folds and the Goris, and are dazzled by their construction. Indeed, before we put the Flex-O-Folds on, we spent a lot of time fondling the various pieces.

It's important to note that these aren't the only options in three-bladed folding and feathering props. Martec markets the Autostream, a robust-looking, three-bladed feathering prop that's been popular in Australia for many years. And there's Autoprop, a very interesting design that has been successful for a number of years. It's worth checking them all out.

By the way, for readers who have boats with two or three-bladed fixed props, you probably don't have any idea how much prop drag kills your boat's performance. You might as well drag a bucket behind your boat. Other than cleaning a particularly filthy bottom, a folding/feathering prop is the quickest way to dramatically increase the performance of your boat.

↑↓WHEN IS THE BANDERAS BAY REGATTA?

We're planning on sailing south in the Puerto Vallarta Race in February, and are perhaps interested in doing the Banderas Bay Regatta. Unfortunately, I didn't see anything about it in the Calendar. Do you know if there's going to be one this year, and if so, what the dates will be?

Dave Fox
Capitola

Dave — The Banderas Bay Regatta has become bigger and better each year, so certainly it will be held again this spring. The location is Paradise Village Resort and Marina, and the dates will be March 20 - 23. We'll be there to participate aboard Profligate for the fifth year in a row, and if you can make it, we're certain you'll enjoy it too. By the way, with the full blessing of the Banderas Bay Regatta, we'll be holding the Punta de Mita Spinnaker Cup for Charity the day before, and hope you can make that one also. There is no entry fee for either event, although registration is necessary for the Banderas Bay Regatta.

↑↓WORKING NOT TO ALIENATE ANYONE

Below is a my response to the November issue letter by Douglas Chew, and to Latitude's response:

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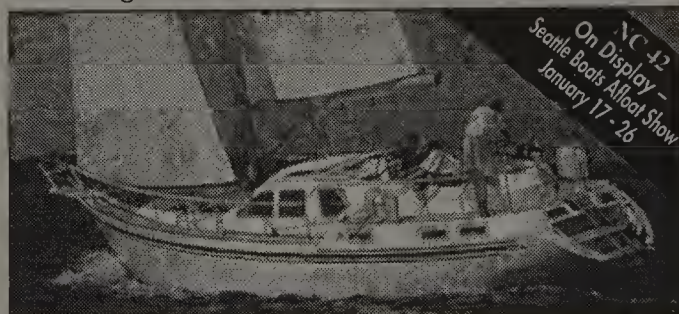
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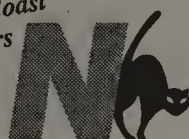


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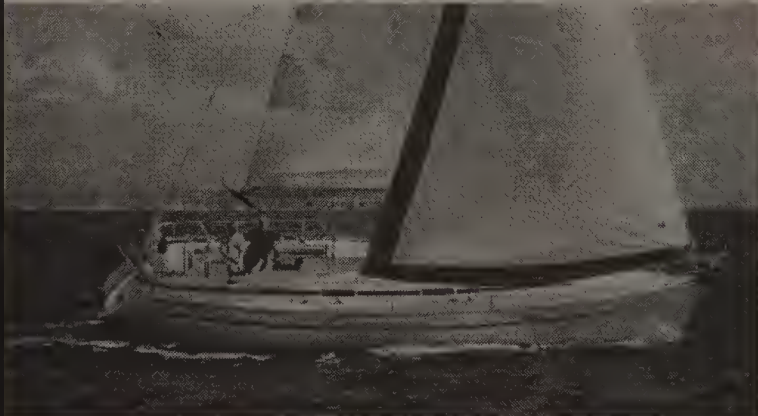
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LETTERS

Their job is to teach that topic well with positivity, working not to alienate anyone, regardless of personal differences of opinion and relative oddities. Having a sense of what is out of social bounds and what may trigger individual backlash is key to that end. The best instructors know this, and behave accordingly while on duty. Expressing personal opinions about sensitive topics, such as the natural differences between men and women, are fine for happy hour or heated dinner conversation but have no place in a sailing class. Our job as instructors is to present the material safely and cleanly, and to provide an opportunity for students to enjoy sailing on their own terms, unfettered by potentially alienating and distracting commentary. In short, we are to be professionals.

As Director of Cal Adventures, I strive to provide the most positive experience for everyone who chooses Cal Adventures as a place to learn to sail, and embrace the diversity that blesses us as residents of the Bay Area. We don't do anybody any good — especially female students experiencing the beauty, freedom and power of skippering a boat for the first time — by 'injecting' and fostering traditional biases that are at best heated and debatable.

So, Doug, put a sock in it and do your job better! I'll know that has happened when my phone stops ringing.

Tim Bean
Director, Cal Adventures
U.C. Berkeley

Tim — The sound you hear is of Mario Savio — who in the early '60s 'threw his body in the gears of the university' to fight for the right of free speech on campus, and who in so doing brought UC Berkeley to the world stage — rolling over in his grave.

Practically speaking, it's no big deal to us if Latitude is never recommended in Cal Adventure sailing classes — even if it means denying students knowledge of the greatest source for sailing news and information in the country just because one student might not agree with every one of our editorial views. They'll find out about us quickly enough anyway. We also agree that there's a time and a place for everything, and a sailing class isn't the most appropriate place to argue sexual politics, the conflict in the Mideast, or whether the new mayor of Berkeley deserves to be spanked in public for having stolen newspapers that supported his opponent.

What is a big deal to the Wanderer, a former Berkeley student, is that we're getting the impression that Berkeley is no longer so much a place where students come to study a variety of ideas, but where a vocal minority demands that their instructors teach them only what they want to hear. Frankly, your letter reads like a call for instructors to become sycophants of their students. That any professor or even Cal Adventure instructor should have to "worry about the minefield I have to tiptoe through every time I open my mouth" because it might "alienate someone" with "relative oddities" is pathetic.

We suppose that if a student of color claimed that he/she felt alienated by all the white sails on the boats, you'd rush right out and buy some colored ones — despite the fact there are good reasons why most sails are white.

↑↓THE EYE OF THE BEHOLDER

Please don't quit publishing the comments about the August cover photo. They are not only great entertainment, but offer a psychological field day. It reminds me of what I think in English is called the 'blotch test', in that the way people 'interpret' an image reveals more about them than about the image itself.

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LETTERS

In the case of the August cover, most people saw a handsome couple having a great time sailing — and moved on to the rest of the magazine. But as some letters have indicated, others saw it quite differently. The interpretations are getting better all the time — at least based on the person who saw a photo of a topless woman in Villefranche, France, and decided she might have been an Eastern European refugee stripping to push more ice cream on behalf of an abusive boss.

Let the comments flow!

Miri Skoriak
Sausalito

Miri — It's funny how differently people view nudity or partial nudity. Terry and Shari Owen cruised their Contest 38 in Europe for five months last summer. They report in this month's *Changes* that European women of all ages think nothing of removing all their clothes on marina docks and taking open-air showers. Although initially startling, it quickly became "no big deal."

WOMEN AS SEX OBJECTS

Flirting is fun. Being sexy is natural. Nudity is Goddess-given. Having stated where I stand, what is demeaning, or rather, where the problem lies, is that topless photos can reinforce and perpetuate the concept of women as sex objects in the minds of males who are not as evolved and balanced as you guys are. And — here lies the rub — we women get to deal with the consequences. In all fairness, you must admit that many men are not on the same page as you and Alanis Morissette. But we must make for ourselves the world we want to live in. And I prefer a free world where I get to set my own boundaries according to my views and needs, rather than having them set for me by someone else.

As for the photo of the topless ice-cream vendor, in France and many other places that doesn't cause a testosterone rush because they grow up with it; it's natural. But here — even in this new century — with honorable exceptions, the sight of skin is often associated with sex exploitation, not with nature, courtesy of the Puritanical background and all the messy ambivalence in its wake. So it all depends on the lens through which you look. It's all in our head. Readers who find it so offensive must not have sailed in the Med or in French Polynesia, where you see nudity in real life and nobody feels demeaned. The guys, by the way, are naked too, and so are the kids.

Since I believe you are embarked on a public education campaign in this department, and I think that bodies are beautiful, I do not endorse the no-skin petition. It's your magazine after all, and it's the best of them all. But as a life-long woman sailor in many latitudes and longitudes, I cannot deny the tiresome consequences of misunderstood skin exposure in the minds of the troglodyte, whose hormonal imbalances we get to deal with. I am sure that the women who write against your August cover and the topless photos are fed up with dealing with those consequences, as I have been at times. It's the garbage in people's heads I mind, not your photos.

Unrelenting time may be on my side on this issue, since I must have graduated from sex object to sailor — finally. The most recent skipper who invited me to cruise with him didn't do so because I look good in a bikini — it's been a while — but because his boat insurance company liked my sailing resume. Now that's a nonsexist, non-ageist compliment! So I say to fellow sailor Suna Kneisley: "Keep sailing; there's hope." And to John Kelly, who laments the "apparent dearth of fe-

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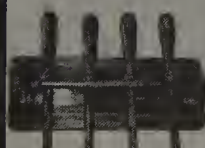
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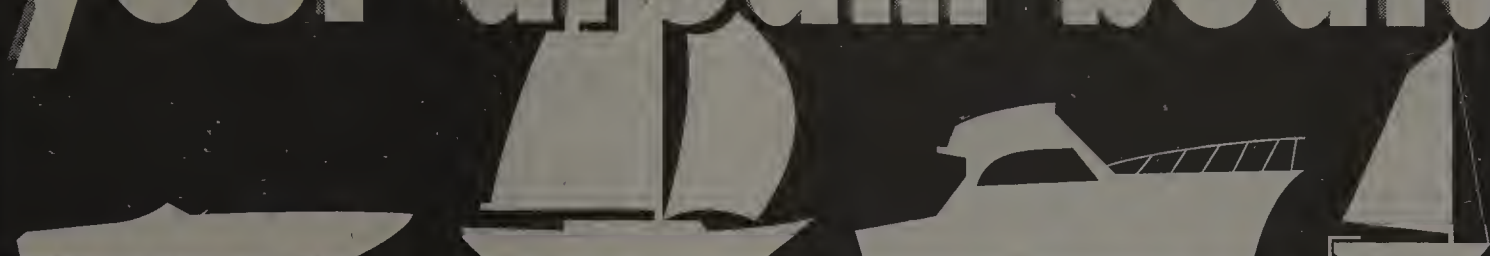
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LETTERS

male potential sailing partners in the 40+ range," I say: "You are not really looking. Check out last April's Crew List."

Mabelle Lernoud
Monterey

↑↓A GREAT PLACE TO CRUISE

I agree with *Latitude* on the subject of the August cover — anyone who thinks it was too revealing needs to see a shrink.

A couple of years ago before Christmas, we chartered a Wauquiez 42 from Sunsail and sailed to Anse Colombier, St. Barthelemy. As you have stated earlier, this is a great place to cruise. While there, I took the attached photo of a topless woman taking a shower on the transom of another bareboat. Later, we anchored at the main town of Gustavia, where we took the dink ashore and walked to nearby Shell Beach. While there, we spotted the perfect '10' sunbathing topless. Sorry, no names.

Dick Gilmore
California

Dick — Thanks for thinking of us. We obviously don't have anything against publishing photos of topless sailors, but we do have rules. First, the photo has to be at least somewhat in the context of sailing, and second, the subject has to be at least somewhat aware that she might be having her photo taken.

In the case of the topless woman washing up on the transom at the end of the day, it's remotely in the context of sailing, but the woman is clearly in a private moment. As such, we wouldn't have taken the shot, and we wouldn't run it. As for the very lovely topless lady lying on the sand at Shell Beach, there's no sailing context, so we wouldn't run that one either.

Every place is different of course, but here's the deal at St. Barts, where it's assumed that everyone is at least a little bit sophisticated. Going topless is considered normal on all the beaches and at several of the beachfront restaurants, and lots of folks go completely naked at Gran Saline and the remote parts of other beaches. Women are considered to be inherently sexy, so a glance or two is considered normal. If the subject enjoys the attention, as signified by a smile or some other sign, a slightly longer look is fine. But if the behavior is too overt on the part of the subject or viewer, both would be considered losers — unless it was done with a great amount of style. Taking photos, particularly on the sly, is always considered lame. The basic rule is that the woman is in charge. If she wants to celebrate how lovely she looks, well isn't everyone lucky to see? But if she's just minding her own business, anything more than a glance is an invasion of privacy. This kind of group outlook is probably why most women feel more comfortable going topless on St. Barts than many other places.

↑↓SEAGULL ENGINES

Some issues ago you had a story about a fellow who has Seagull Outboard parts and info. I think he was in L.A. My issue has gone missing, and I was wondering if you might recall the name and phone number of this outfit.

Jim Shubin
Novato

Jim — We don't know about L.A., as it seems the best place to hunt for parts would be Captain Ron's Outboard Motor Heaven in Vancouver, British Columbia. Get on the Internet at www3.bc.sympatico.ca/RonBattiston/info.html, and you'll find everything you could possibly want to know about Seagull Outboards.

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LETTERS

⇕BOATYARD BLUES

Peregrine and I are here in Larnaca, Cyprus. Having arrived in May, I'm putting her on the hard for one year in order to do some tourist-style land traveling. Since getting here, I've have taken a three-month trip to the Far East and a two-week trip to Switzerland and Germany. Upon my return from Switzerland, I found that the boatyard service company here at Larnaca Marina had driven their Travelift into *Peregrine*, twisting her bow pulpit beyond repair.

I discovered the damage immediately after arriving at 4 a.m. on September 24. When I confronted the company about the damage, they denied any fault. I went to the police, who were useless. "There was no crime, so it's not our problem," they explained. Huh? Then I went to the marina manager, who was great. He came to the boat to survey the damage and took paint strappings from the rail that matched the Travelift that had been seen maneuvering around my boat. But the boatyard would still not admit guilt.

I then went to Nicosia and the Cyprus Tourist Organization — the government agency that owns the marina. It turned out that the company that was operating the Travelift in the marina was doing it illegally, with no contract, no insurance — and didn't even pay rent for their buildings or license fees. The CTO was fully aware of this situation! And the company's poor safety record. In the past several years, they had dropped several boats — including a brand new Oyster 53.

The company finally admitted — to a person in the marina office — their responsibility and agreed to pay all damages. But when I presented the company with my demand for settlement, they immediately denied involvement again.

I then went to the American Embassy in Nicosia. The person there was very positive and promised to help by making some phone calls. I asked him if it helped any that *Peregrine* was a U.S. documented vessel. He said that he had no idea what benefit that provided. I thought maybe the embassy could step in and act on my behalf, or, because my boat is documented, give me additional help to deal with these people. Does anybody know if being documented helps?

When I returned from the meeting at the embassy, the marina manager said that the Travelift operator now said they wanted to have someone come and make a new bow pulpit, and that someone would come by my boat today. Well, you guessed it — nobody. This problem has gone on for months, and has prevented me from leaving the boat as planned for a trip to Africa.

Jean Nicca
Peregrine
Larnaca, Cyprus

Jean — U.S. documentation, as opposed to state registration, is not going to help you in a situation such as this. In fact, it's almost never going to make any kind of difference at all.

⇕SPENCER YACHTS TO GATHER IN B.C.

We'd like to inform all owners of Spencer sailboats that we'll be having a fun rendezvous at Montague Harbour, on the south side of Galiano Island in the Gulf Islands of British Columbia, June 28-30. Our group has members in Canada, the United States, and Denmark. One of our goals is to link everyone through our noncommercial website at www.spenceryachts.net.

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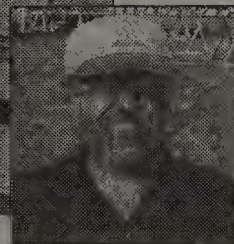
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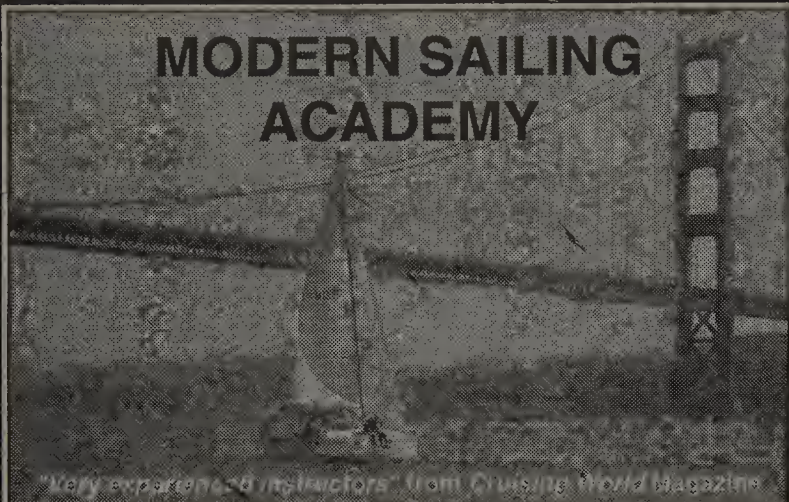
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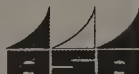
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LETTERS

A number of others have circumnavigated. And last summer, Jim Kellam sailed his Spencer 35 Mk II *Haulback* to corrected time honors in the Singlehanded TransPac!

If anyone has questions, they can email me at: reblackwell@shaw.ca.s

Ron Blackwell
Port Sidney Marina, BC
Canada

↑↓KAYAKING IN THE CARIBBEAN

I wanted to respond to Matjaz Prosen's December letter to *Latitude* about sail-kayaking in the Caribbean. The good news is, that it is indeed doable — although I've got a slightly different angle for him.

Something Prosen — and for that matter, a lot of sailors with minimal room on their boats — may not have considered is traveling with a folding kayak. I kayaked and sail-kayaked the Caribbean fairly extensively in the '90s, and had no problem going from island to island — no matter if they were five or 500 miles apart — with a Feathercraft K-light kayak.

The Feathercraft K-light is a hard-chined 14-foot beauty that weighs under 40 pounds, but folds up into a backpack for easy carrying on the smallest island-hopping ferry or airplane. The K-light looks more like an Eskimo kayak than anything, but its skin was made of Cordura and Hypalon — the same stuff they make river rafts out of — instead of seal skin. Further, they use magnesium rather than whale bones for the frames. With practice, it's possible to assemble one in about 20 minutes.

The Canadian-made Feathercrafts have crossed oceans before, but I found it best to stay within island chains — such as the Virgins or Grenadines. In order to sail, I had two lee boards and a makeshift mast, which in combination with my rudder did fine downwind. The kayak was able to carry all that I needed for camping — there are great campgrounds in the Caribbean, as well as plenty of deserted islands — such as water, food, and so forth, and still be able to make good progress each day. If Prosen is interested, I did a feature article on this subject for the May '99 issue of *Canoe & Kayak*. Paul Theroux, the famous travel writer, has written an entire book, *The Happy Isles of Oceania — Paddling the Pacific*, about paddling/sailing the South Pacific with his Feathercraft.

Klepper, a German company, also makes a fine folding kayak. In fact, they were used in the North Sea by assault forces during World War II, and at least one has crossed the Atlantic. Folbot, an American-built kayak, also makes a good one. The website at www.foldingkayaks.org offers a good introduction.

With a good folding kayak, Matjaz could easily have great paddling/sailing in a number of island groups in the month or so he has to spend in the Caribbean. I wish him fair winds and great paddling — it really is magical there.

Mark Joiner
Ku'uipo
Orinda / Nuevo Vallarta

Mark — It doesn't come as any surprise to us that kayakers could paddle or sail and paddle around in relatively protected areas in the Caribbean such as the Grenadines or the British Virgins — which is what we recommended to Prosen. We wouldn't even be that shocked by someone drifting long distances in the open ocean, as a German doctor did with a Klepper kayak about 50 years ago. But we still find it hard to believe that a kayaker could make it from Puerto Rico to

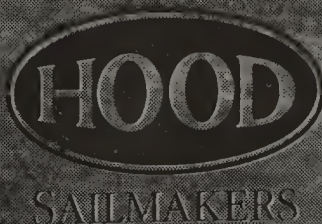
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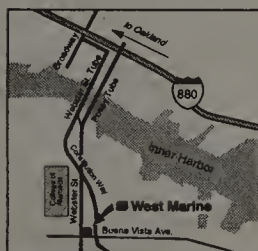


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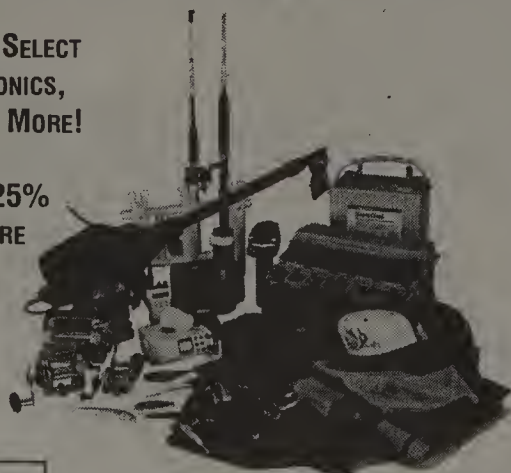


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Trinidad, or vice versa, using just a kayak and ferries. The problem is paddling/sailing upwind — such as would have to be the case between the British Virgins and St. Maarten — where there is no ferry service. There are several other very rough interisland passages that have no ferry service that we're aware of — St. Barts to Antigua, Trinidad to Grenada — that would require paddling/sailing upwind into the full force of the trades. If any kayaker has been able to sail or paddle upwind on any of those passages during the winter with a kayak, we would be most impressed. We'd even be impressed if they were able to do a much shorter paddle/sail in similar conditions, such as to the Farallones in the spring. If this is something that's done, we're not aware of it.

If airplanes are allowed into the equation, of course it would be possible for a kayaker to get from Grenada to Puerto Rico. Without airplanes, we're not sure it's possible.

↑↓PISSED OFF BY A COUPLE OF LETTERS

I was going through the Letters section of the November issue when I came across a couple that really pissed me off.

First, the one by David Cahak, who seemed skeptical that Richard Van Pham was able to drift undetected through the Gulf of Catalina. I grew up sailing to Catalina from San Pedro, and sometimes there is a phenomenon called the marine layer. Oh, and let us not forget fog. I also sailed over to Catalina plenty of times on weekdays when I didn't see a single other vessel. What do you think Richard Van Pham did, load up his Columbia in a pick-up and head south to try to fool all of us?

The other letter that got to me was from Steve Brown. I don't know Steve, but it doesn't sound like he's done much singlehanded. I have, and sometimes things do go awry, and it ain't always pretty. But where does he get off with the "piece of crap boat" comment? Not everyone can afford a grand, eye-turning vessel. However, I have seen some beautiful boats skippered by folks that definitely had their heads up their asses.

Hell, let's give Van Pham a break. When the Navy recovered him, they said all he wanted was assistance with repairing his rig so he could get going again. He survived well enough out there to bring to mind the likes of Bernard Moitessier. Maybe he wasn't as careful as he could have been, but this guy is a hell of a lot tougher than some of the yacht club types I have had the misfortune of running into while they were spinning their tales at the bar.

I say let's pass the hat and get this guy another Columbia 26. Or isn't this poor, broke immigrant cool enough for that?

Chuck Bravard
Born Free, Westsail 32

Chuck — Initially, there was a tremendous outpouring of support — including offers of replacement boats — for what everyone assumed was a plucky immigrant. But then Van Pham's story started to get fishy. He hadn't been in the Long Beach Downtown Marina as he said he'd been. He had thousands of dollars on him — for a weekend sail to Catalina? He'd been arrested in California, Florida, and Texas for charges ranging from armed assault to drug smuggling. He was evasive and not forthcoming about his past. He claimed to have made an impossible voyage to Chile and back. The bottom line is that you can buy a used car from him, but we're going to pass.

So what was the real story? Darned if we know. We're pretty sure he was on the boat the whole time, but we don't believe he was dismayed near Catalina. We suppose he might have ended up where he was as a result of a drug or human smug-

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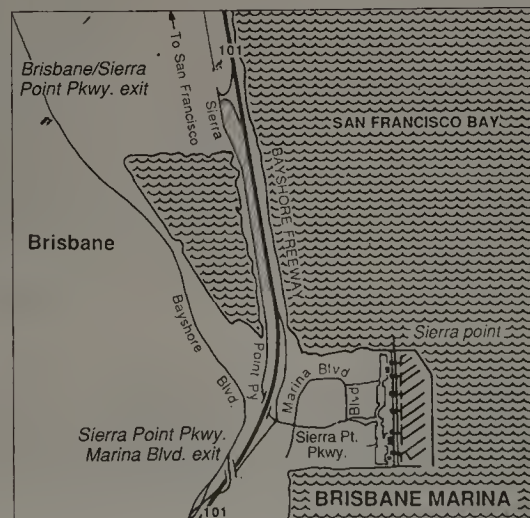
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LETTERS

gling scam gone bad, or that he'd taken off on some wacky voyage brought on by the coma he'd been in for six months. It's unlikely we'll ever know.

As for the Columbia 26 Mark I, as long as they were maintained, they were decent enough little boats. Van Pham's didn't seem to have been maintained that well.

↑↓AN OUNCE OF PREVENTION IN CABO

I'm an avid reader of *Latitude*, and am turning to you for some possible help. In July of 2001, while our families were vacationing at the Sol Mar Resort in Cabo, my brother and I hiked over to Lover's Beach for some snorkeling. We went around the corner in the direction of the Arch, where a panga driver stopped us to ask for help. In short, my brother and I were some of the first on the scene to help with an overturned glass-bottom tour boat that had been loaded with people from one of the cruise ships.

We spent what seemed like an eternity trying to get people out of the water. When the Cabo Fire Department arrived, they were transported by one of the parasailing boats and a couple of rental jet skis with employees driving. My brother worked with Tiger, the fire department's only rescue swimmer, to continue getting people out of the water, and to rescue a trapped victim from beneath the overturned boat. Then all of them had to be brought through the surf to awaiting boats. One of the tourists drowned, and two others were severely injured. All were taken off the beach on a backboard with lifejackets, and pulled through the surf with a rope to awaiting boats, surrounded by jet skis. What could have been a much worse disaster was avoided by the volunteers and fire department.

Later that day, we met with Tiger to thank him for his help and to compliment all the people from the private water rental businesses for their assistance. Tiger told us that they could have done much more if they had better equipment. He said their response time is delayed by having to get private boats to transport them to rescue scenes, and they lack the appropriate equipment for rescue work. When we asked him what we could do, he said it would be great if they could get equipment donated directly to the fire department. He says that if the stuff is given to the government in general, it might not get to the fire department.

My brother, a counselor at Fresno State, has been working with his Service Learning Class of college students, and contacts with local fire, police, and service groups, to try to acquire the needed equipment. There is quite a bit of used equipment and monetary donations already committed, and the cruise line has offered to transport any of the materials to Cabo. The bulk of the donations have been in cash, which has been earmarked for buying an inflatable and motor.

Here is where you might be able to help. We have run into a dead end on contacts for an inflatable and motor. There are no vendors in the Fresno area, or in San Luis Obispo where I live, that have been able to help with price breaks or references to get better deals. Could you help?

If anyone else wants to be a part of this, they can email Chris at chris@zimmer.csufresno.edu or call him at (559) 278-7079. Alternately, email Chuck at cflorentino@lmusd.com, or call him at (805) 474-3790.

Chris Fiorentino, Fresno
Chuck Fiorentino, San Luis Obispo

Chris and Chuck — Believe it or not, we don't have any special connections. All we can do is suggest that you try one of the big inflatable manufacturers or distributors.



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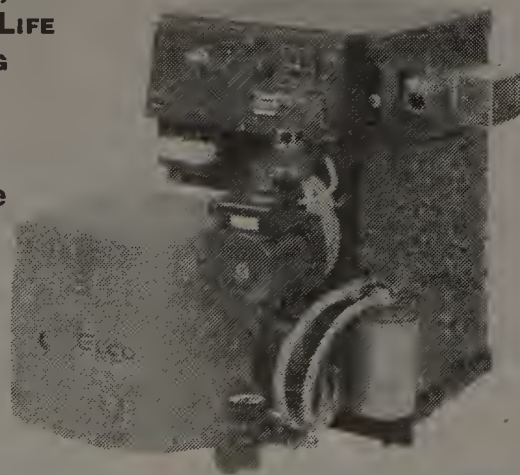
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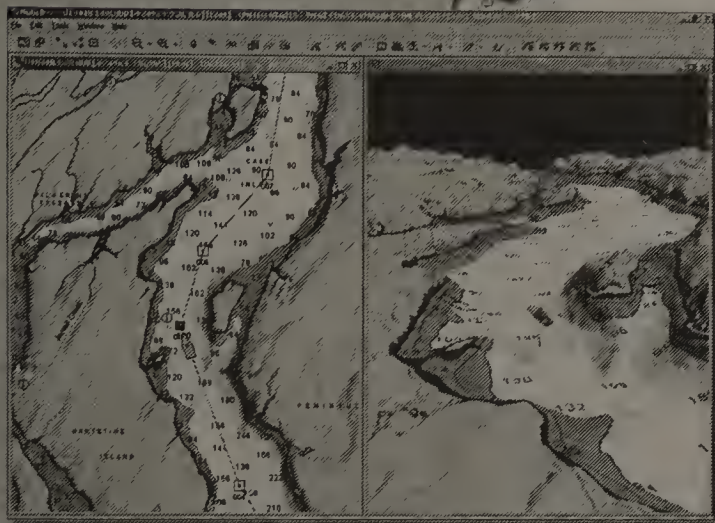
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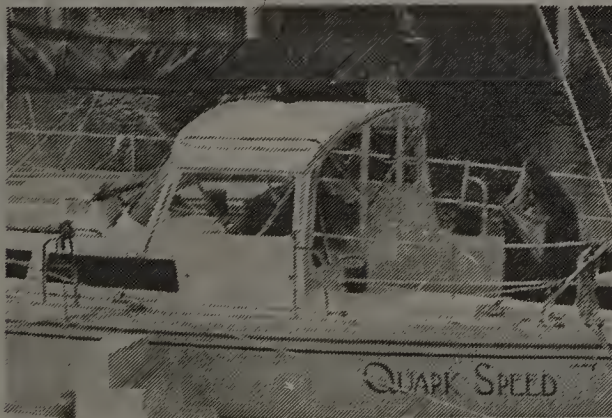


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LETTERS

Having said that, we have to tell you that based on our considerable experience over the years at Lover's Beach — one of our favorites in the world — and other beaches in the Cabo area, we believe that many more lives would be saved and injuries avoided if an effort were made to prevent the accidents in the first place. The boat operators in Cabo — parasailing boats, water taxis and glass-bottom boats, jet ski operators and customers, sportfishermen, and all the rest — are among the most reckless and irresponsible we've ever seen. If an accurate record was kept of all the accidents and deaths, we think visitors would be stunned. Right after the end of the recent Ha-Ha, for example, a couple of the Profligate crew had to rescue some battered and bloodied tourists from yet another glass-bottom boat that had gotten too close to the rocks. And there was hardly any surf at the time. And over the years, we've had to rescue several swimmers who were ignorant of the dangers on the Pacific side of Lover's Beach. We don't think an inflatable and outboard are needed anywhere near as much as a couple of on-the-spot lifeguards, signs warning of the extreme danger in the surf and around the rocks, a boat speed limit in the bay and particularly around the rocks, and someone to enforce the rules.

In fact, we're not sure how much good an inflatable and outboard would do. If a glass-bottom boat dumped another load of tourists in the rocky surf on the Pacific side of Lover's Beach, how is the fire department even going to be aware of



The surf break at Lover's Beach can be extremely dangerous.

it? Even if they were made aware, they'd have to work their way through all the vehicle traffic to get to the marina, jump into the hopefully maintained and fueled inflatable, then motor all the way around the point. This would take at least 15 or 20 minutes — by which time the victims would either already be dead or have been brought back to town by other tourists and the small boat operators.

In our view, the people you should lean on are the cruise ship operators, to get them to lean on Cabo officials and commercial interests to hire lifeguards, install warning signs, and enforce speed limits and proper boat operation.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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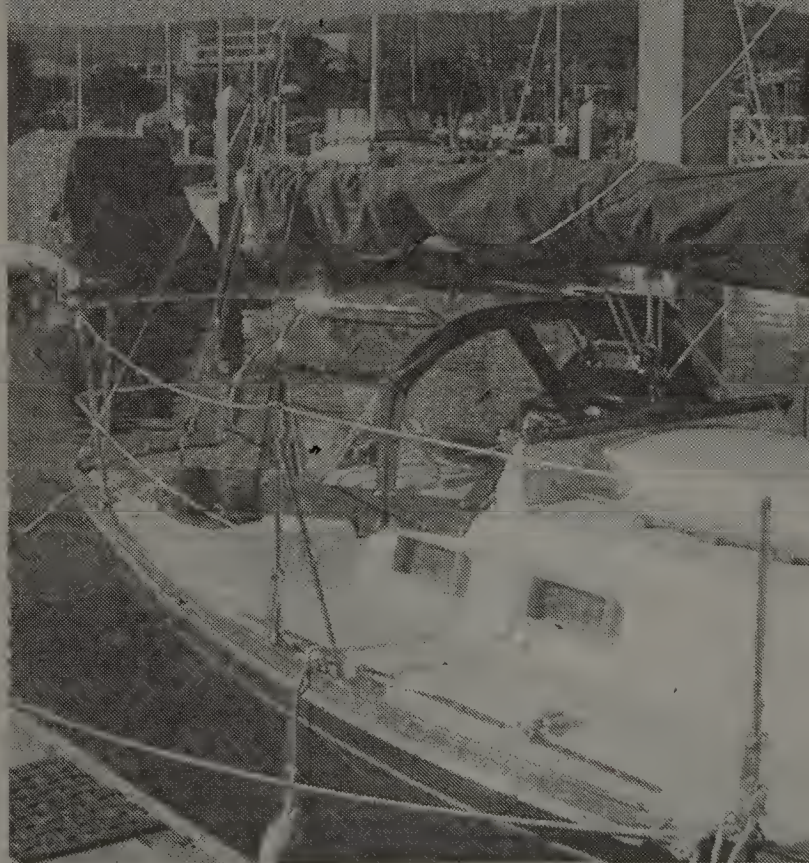
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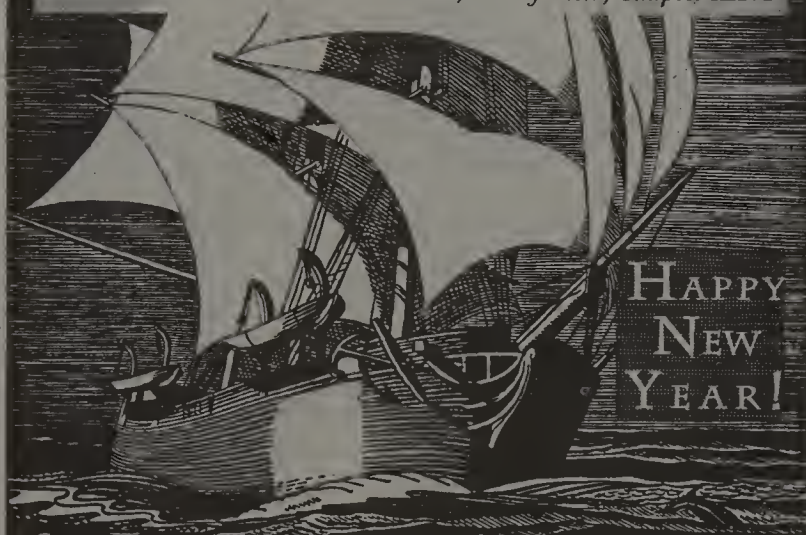
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— Herman Melville, *'Moby Dick'*, Chapter XXVI



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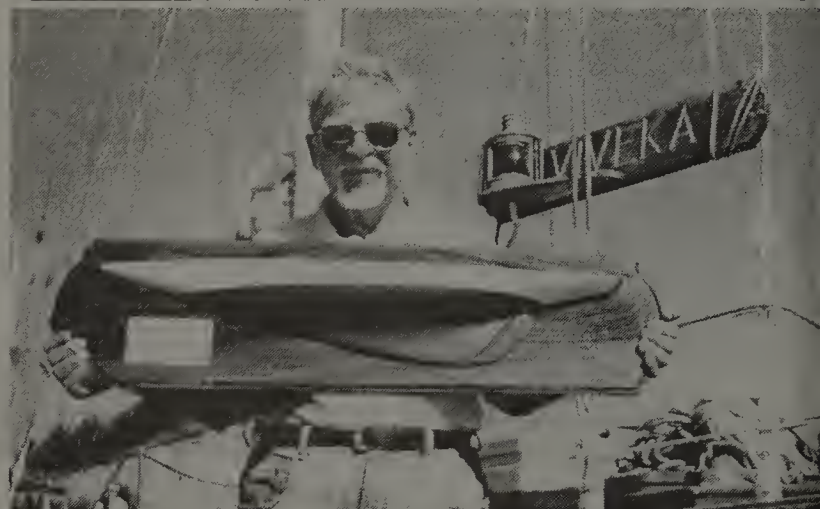
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LOOSE LIPS

Kudos for *Viveka*.

You might think that a guy who's already been anointed with the moniker "President of the Pacific Ocean" would be complacent about receiving further honors. But salty circum-



Privileged information — Merle's half-model next to the real 'Viveka.'

navigator Merle Petersen was swelling with pride when he told us he'd been invited to place a half model of his 1930 schooner *Viveka* on permanent display at MIT's prestigious Hart Museum in Cambridge, Massachusetts.

The famous tech school seems to be intrigued by the design of this and other vessels built at the F.W. Lawley shipyard in nearby Quincy. In fact, the school has become the guardian of the original line drawings of *Viveka* (and other vintage vessels), and the curator was initially reluctant to let them leave the campus so that Merle could lay up his half model. MIT officials are intent on preserving the uniqueness of these vessels and would therefore frown on the idea of replicas being built.

Viveka was designed by Paine, Belknap & Skene, a firm whose other notable accomplishments include the 1930 J-class *Yankee*. Originally designed for racing, *Viveka* was originally campaigned in the Bay by Cyril Tobin, a onetime commodore of the StFYC. A footnote of her colorful history is that she was used during WWII for submarine patrolling along the California Coast. Merle bought her in 1957 and eventually sailed her around the world, racing her successfully along the way.

Lost in the translation.

We recently spotted an ad for a new Italian sloop called the *Rivolta 90* — which of course inspired huge guffaws, the usual bad puns, and another classic in the annals of words-that-sound-funny-in-other-languages. We all know that Chevy's Nova, in Spanish, means "no go." Or that Exxon — a computer word generated for its recognizability and ambiguity in other major languages — turns out to mean "flat tire" in Nepalese or something. One of our favorite 'round trip' funny-word things goes back to the Schumacher 24 *Summertime Dream*. When Roger Peter owned the quarter tonner 10 or 15 years ago, he had 'BRA' emblazoned on the sail, for his native Brazil. When someone finally pointed out the double meaning to him, he pointed out that in Brazil, 'summertime dream' indicates a woman's period.

Captain Jack.

While filming the Patrick O'Brian sailing epic *the Far Side of the World* in Baja, actor Russell Crowe (who plays Captain

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LOOSE LIPS



Getting into character — Crowe as Aubrey.

Jack Aubrey) reportedly insisted on doing many of his own stunts aboard the square rigger *HMS Rose*, which plays the *HMS Surprise* in the movie. This included one scene where he climbed up the swaying ratlines of a 150-ft mast during a storm sequence. He even convinced actor James D'Arcy to come along on that one. Everyone lived through the filming, which is now in post production. Look for the movie to hit theaters next June — and cross your fingers that it will even remotely capture the spirit of the books.

Advantage: angler.

In our ongoing effort to keep you abreast of all the latest developments in other fields that could possibly be of use to sailors, this month we note the Leverage Lure, a flexible fishing hook system that the propaganda claims "took the advantage from the fish and gave it back to the angler." (And all this time we thought that huge, barbed hook in the fish's throat favored the angler already.) Anyway, the system basically consists of a little shock absorber on the hook that moves with the fish and helps keep the hook from coming out. Sounds like something that might be of use for cruisers, most of whom are notoriously bad fishermen and need all the help they can get. Check out more info at www.bassbait.com.

Furuno essay.

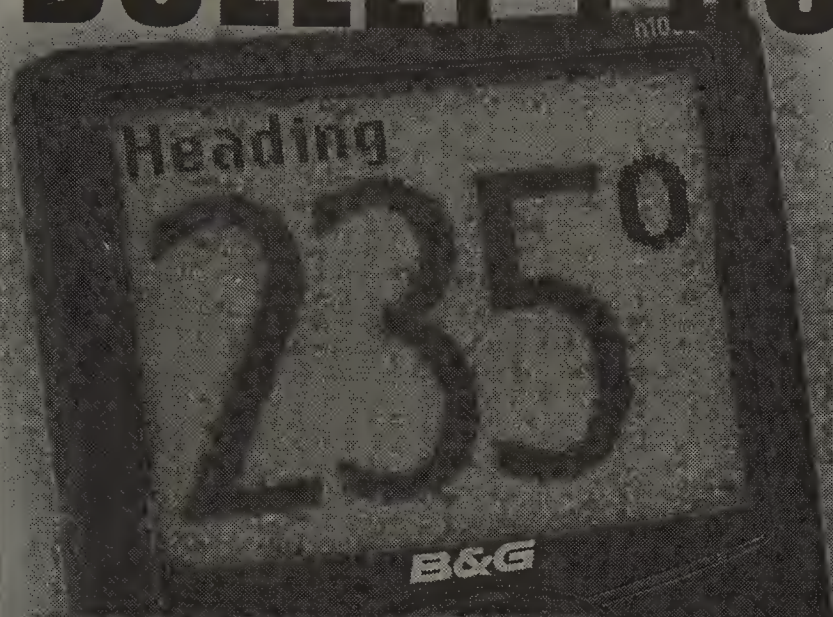
Furuno, the well-known manufacturer of marine electronics, is sponsoring an essay contest that will award five lucky winners gift certificates of \$500 apiece toward Furuno equipment. All you have to do is put together a short (500 words or less) writeup of an experience you had with a Furuno product. It can be work or recreational related and should describe the events leading up to and around the actual event. It should also tell how the Furuno product had a positive effect on the outcome of the experience. Any Furuno Radar, Fish Finder, Sonar, GPS, Chart Plotter, Navigational Aid or Communications product qualifies. Send completed essays to Furuno USA, Inc., 4400 NW Pacific Rim Blvd., Camas, WA 98607, Attn: Essay Contest, or email them to essaycontest@furuno.com. For more information and complete rules, log onto www.Furuno.com.

Thanks.

Coast Guard Group San Francisco thanks all of the mariners and state and local marine agencies for their cooperation and efforts during the Fleet Week 2002 events. "As you are aware, after the 9/11 terrorist attacks, security efforts in the Bay Area were increased in order to deter another terrorist attack," they said in an emailed addendum to *Coast Watch* last month. "Additionally, last year's Fleet Week was cancelled due to security concerns. Therefore, it was essential to provide an enhanced security presence to ensure a safe event. Due in large part to the awareness and cooperation of the mariners who were on the Bay for Fleet Week, and the presence of numerous state and local marine agencies, along with the Coast Guard Auxiliary, this year's celebration was a huge success from a security perspective. The mariners' courtesy and professionalism and the state and local marine agencies dedicated and valuable assistance ensured that this year's Fleet Week was fun and safe for everyone."

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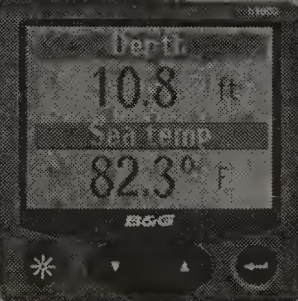
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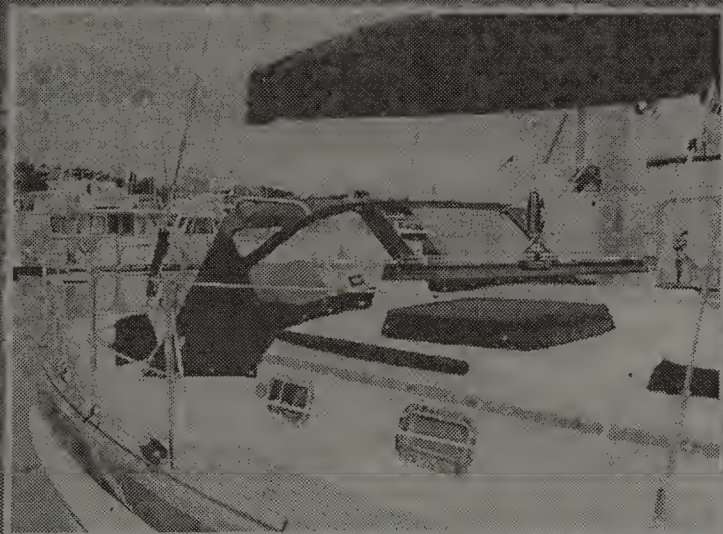
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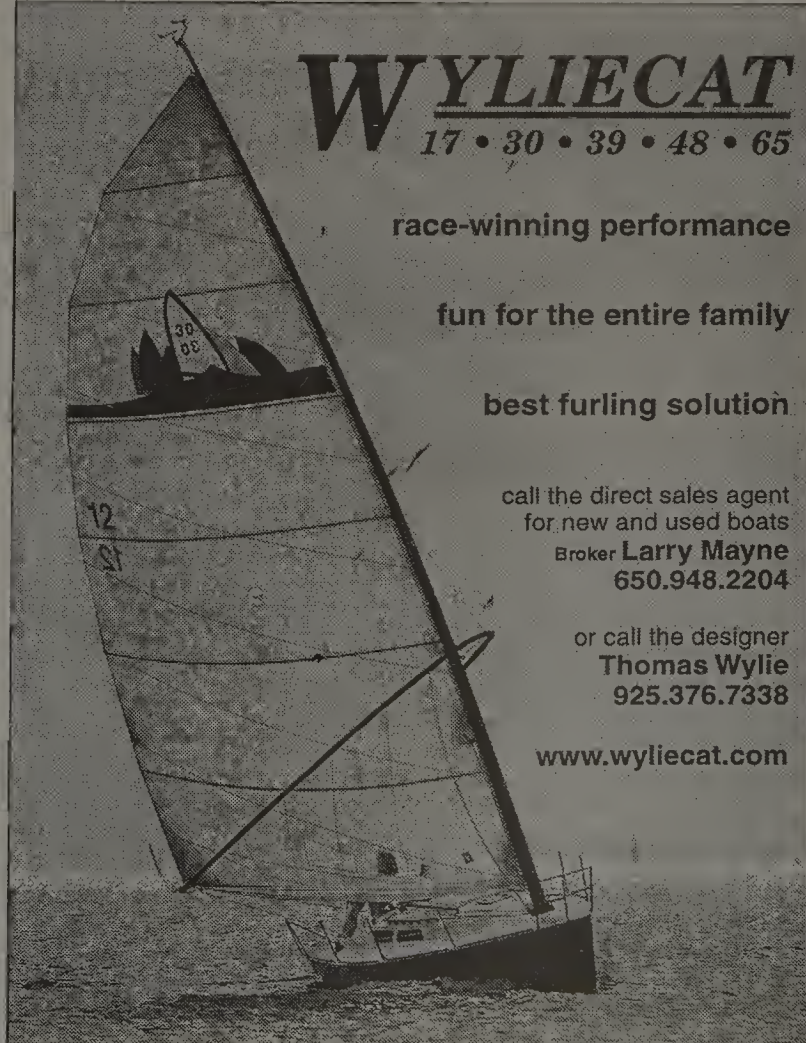
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SIGHTINGS

louis vuitton update

Go Oracle! Just hours before we went to press, Craig McCaw's Seattle based America's Cup team went down to a 4-0 defeat at the hands of Oracle/BMW Racing in the Semi Final Repechage round. Despite the lopsided result, both boats were well-sailed and well-matched, and the racing was much closer than that 4:08 delta in the first race might suggest. Nevertheless, Oracle's USA 76 was clearly the superior effort on boatspeed and tactics. The most thrilling moment came in the the last run of the second race as OneWorld, flying a symmetrical spinnaker to Oracle's asymmetrical, briefly surged ahead. But Oracle had a favored angle when they jibed and squeaked across the finish line a scant 3 seconds ahead, the narrowest margin in the Louis Vuitton Cup series.

With Dickson calling the shots and Peter Holmberg back at the helm of Oracle's USA 76, the Bay-based team aggressively covered OneWorld's USA 67 tack for tack (a series-high 29 on the second beat of the first race) and jibe for jibe throughout the series. To their credit, OneWorld never made any part of the series easy for their rival. In a rare stumble, in the third race, OneWorld got a pre-start penalty for not keeping clear and was then over early at the gun, but still clawed back to within 55 seconds at the finish.

The fourth and deciding race marked the ninth consecutive time Oracle beat OneWorld since the Louis Vuitton Cup series began back in October. OneWorld's sole win against Oracle came in Round 1.

A big tip of the hat to Oracle. This is the second time a San Francisco Bay-based effort has made it to the LVC finals and we offer our heartiest congratulations.

Oracle/BMW now goes back to face their old nemesis Alinghi in the best-of-nine finals of the LVC, which starts — weather permitting — on January 11. That should be a thriller to watch. For more on what happened to everyone else in the Louis Vuitton Series last month, see the feature article immediately following Sightings.

maverick's close call

If this story doesn't get you to buy a liferaft for your offshore boat, we don't know what will.

At 1 a.m. on December 19, Tony Johnson and Terry Shrode were less than half a day from making landfall at Carriacou in the Eastern Caribbean. They had just completed a 2,940-mile crossing of the Atlantic Ocean from the Canary Islands on Johnson's Richmond-based Ericson 39 *Maverick*. As Johnson hit the sack for the last time on the 21-day passage, there didn't seem to be much to worry about. Although they hadn't been able to use the engine because of a problem with the shaft, other than a spell of rough weather during the first week, it had been "a pretty easy trip".

Three hours later, Johnson was awakened by Shrode, who reported that there

continued on outside column of next sightings page

feds issue new

Effective December 23, the Coast Guard's new lifejacket rule went into effect. It requires that children under 13 must wear approved lifejackets while aboard recreational vessels that are underway — except when the children are below decks. The rule affects only those states that have not established their own rules for kids and lifejackets.

Just so you know, the State of California has had a similar law in effect for years, the only difference being that the minimum age here is 12 for boats over 26 feet, and 11 for boats under 26 feet. Again the kids have to wear Coast Guard approved Personal Flotation Devices of the proper size. Fines for non-compliance can



lifejacket rule

run up to \$250.

Since we're on the subject, we remind you that vessels over 16 feet must have one Type I, II, III, or V Coast Guard-approved wearable device for each person aboard, plus at least one Type IV throwable device. The throwable must be kept where it is immediately available. You can get all info on what constitutes "Coast Guard approved" at www.uscg.mil/hq/g-m/mse4/pfd.htm.

Although adults are not required to wear lifejackets (except in certain races and racing conditions), here's our monthly nag to urge *everyone* to wear PFDs when underway. Especially if you have kids. It

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maverick — cont'd

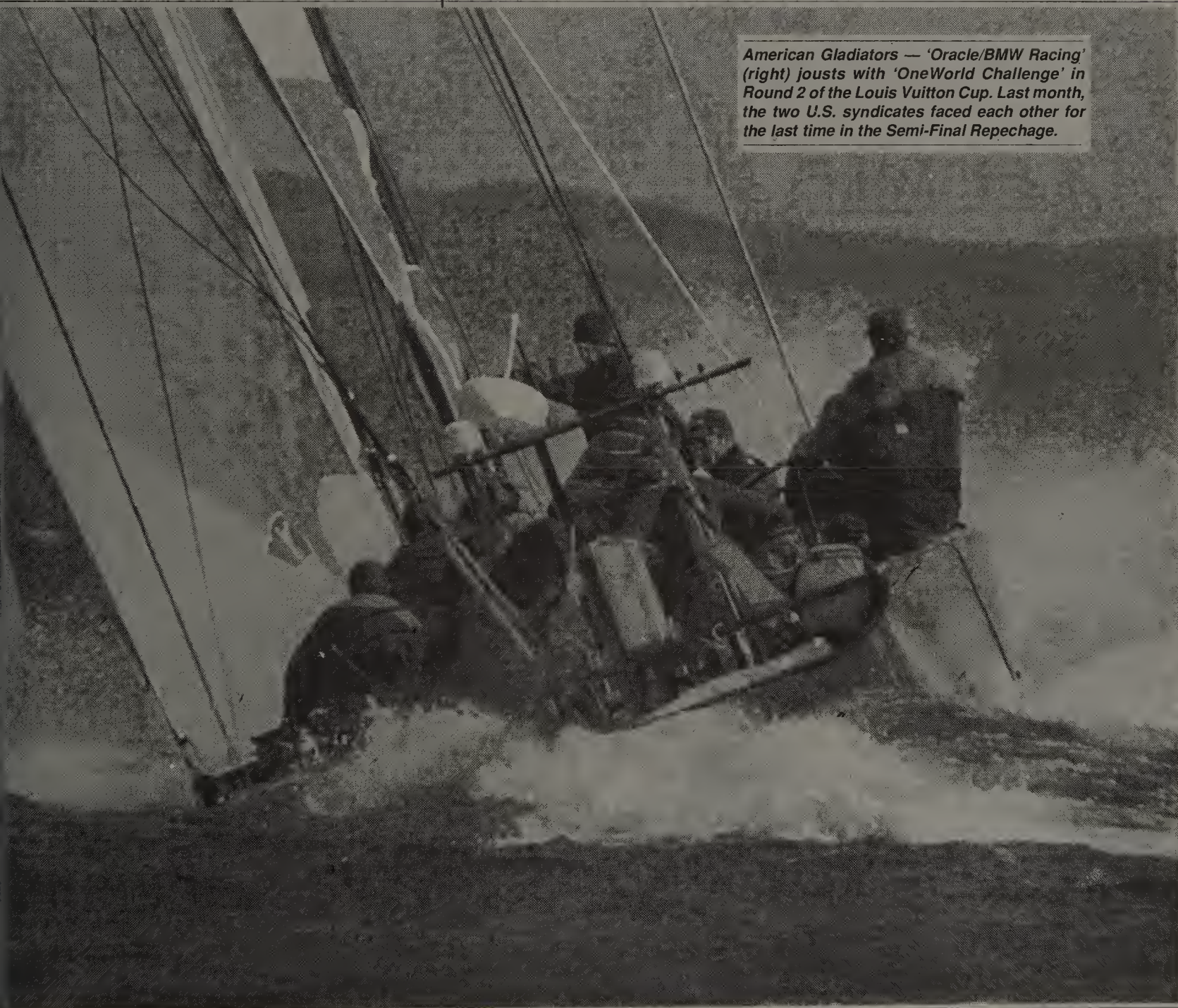
was a lot of water in the bilge — almost up to the floorboards. The two quickly checked the usual suspects — thru-hulls, packing gland and rudder tube — but didn't find anything wrong. But when Johnson pulled up the floorboards forward of the mast, the problem was obvious. "I immediately spotted a group of 10 or so little fountains, each fountain about a pencil lead in diameter."

The doublehanders quickly jumped into their favored roles. Shrode attacked the leaking problem with a combination of rags, modeling clay and pieces of plywood. Johnson prepared for a worst-case scenario — that *Maverick* might sink 20 miles before completing the transAtlantic crossing. Noting that at their current speed they were about seven hours from the nearest boatyard, Johnson assembled the crash bag, flares, handheld VHF, water and essential papers. He also got out two PFDs and two sharp knives in case they needed to cut the liferaft away from the boat.

Johnson also issued a Pan alert on VHF 16 and all the SSB emer-

continued on outside column of next sightings page

American Gladiators — 'Oracle/BMW Racing' (right) jousts with 'OneWorld Challenge' in Round 2 of the Louis Vuitton Cup. Last month, the two U.S. syndicates faced each other for the last time in the Semi-Final Repechage.



BOB GRIESER

SIGHTINGS

maverick — cont'd

gency channels. There was no response for two hours, and then only because an SSB cruising net started its regular 5 a.m. sked. The experienced sailors who responded advised they would stand by on a six meg frequency, and call every half hour to make sure that *Maverick* and crew were all right. Finally, a man named Bob on *Figment* responded on 16; and made it his business to be sure that Tyrrel Bay Yacht Haulout would be ready to haul *Maverick* upon her arrival.

Johnson and Shrode then measured the state of water ingress for a

continued on outside column of next sightings page

lifejackets

not only makes them feel better about wearing lifejackets themselves, it also helps develop the habit of wearing flotation as they get older. Lifejackets and float coats are getting less bulky and more 'user friendly' all the time, so we don't want to hear that excuse.

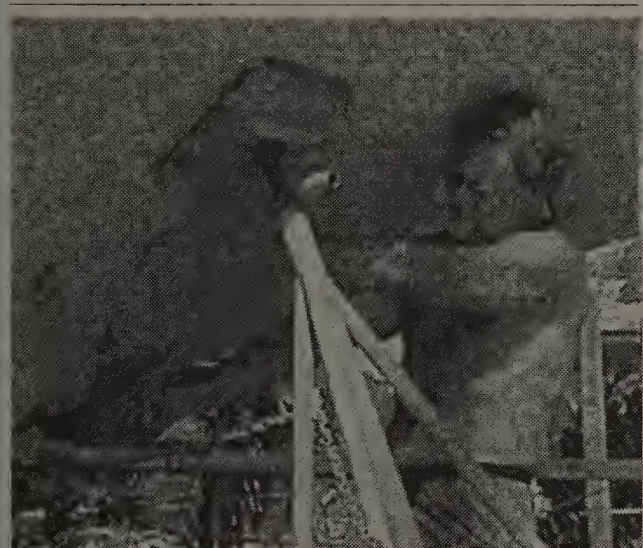
If it seems like we harp on this subject a lot — no apologies; we do. Are there still



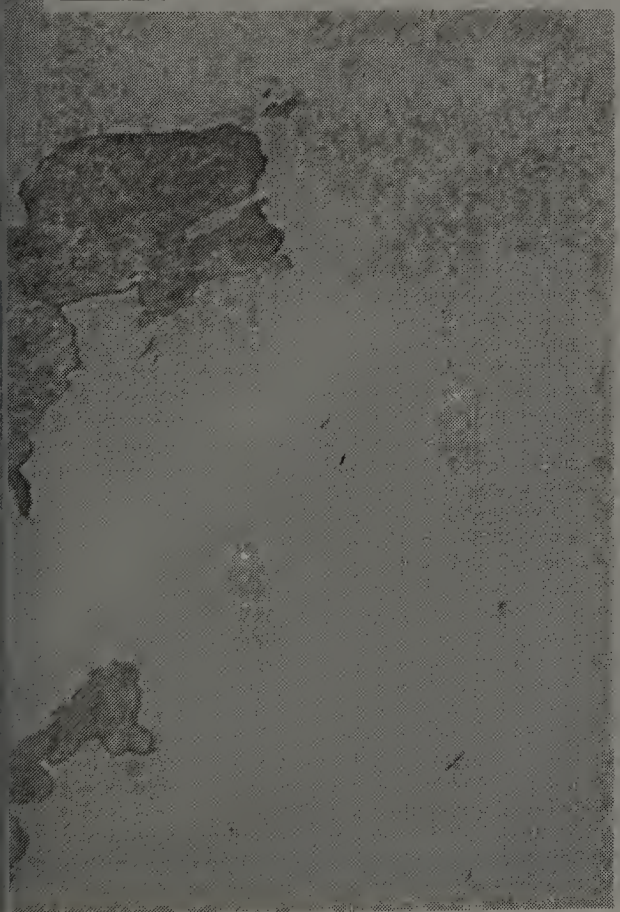
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lots of sailors who have never worn flotation and probably never will, no matter how much we harp? Sure. We just really hate writing about them when they fall off boats and die.

So come on. Wear flotation. Be 'uncool'. Make your crew wear them and be *really* uncool. We can't think of a more worthy New Year's resolution.



Finding faultlines — Tony Johnson (above) takes the measure of the crack. Left, a closeup. The crack extends equally up both sides of the bottom just in front of the keel.



PHOTOS TONY JOHNSON

maverick — cont'd

second time. It wasn't good, as the rate had doubled over the previous three hours. Whatever problem was causing the fountains of water was getting much worse. Very fortunately, they were sailing downwind in mild wind and sea conditions.

When they next measured the inflow of water, it had increased another 30%. A short time later, they rounded the tip of Carriacou and headed for the boatyard on the lee side of the island. By heading up and sheeting in, there was considerably more stress on the hull, and Shrode noted that the leak had become a "river" of water flowing into the boat. He decided not to inform Johnson, allowing the owner to "blissfully enjoy a nice sail in the Caribbean". Before long, *Maverick* was in the slings of boatyard's Travelift. At least she wouldn't sink.

"After the boat was hauled," says Johnson, "we found a lateral tear right through the hull, about 3/8-inch wide, rising athwartships 12 to 18 inches on both port and starboard, just forward of the keel. It wasn't just a hole in the hull, the boat had literally been breaking in two." He added, "At this time, it's not clear that *Maverick* can be saved."

Maverick naturally became the immediate focus of attention in the yard. "Nobody had seen anything like it," says Johnson. "Many said that we were very lucky to have made it across the Atlantic alive, and to have gotten the boat out of the water before she sank."

What could have caused the tear in the hull? "It's clear that *Maverick* suffered some kind of catastrophic stress in heavy weather we encountered during the first week of the crossing, as none of the seas afterward would have much bothered a Catalina 25," Johnson says. "Had *Maverick's* hull opened up in the rough seas — some of which were 20 feet high — it would have opened up really fast, and it's unlikely that we would have been able to stop the water coming in. Had we been able to launch the liferaft and get in it — a very risky business in those conditions — we would have been rolled, flipped, and tossed about in the huge seas. It would have been close to impossible for another cruiser to have found us, and SAR from the Canaries may have not had the range. Even if they could have located us, a rescue would have been dodgy — to say the least.

"There were a couple of other unpleasant scenarios that could have happened," Johnson continues. "Had we been even one hour further out — not to mention 1,000 miles — I don't think we would have made it, not with the flow of water increasing seemingly every second. Or had we been one day later, when the wind that had brought us all the way across the Atlantic finally died, we would have had the issue of not being able to use the engine. So we had sailed a 'little yellow brick road of wind' to a safe harbor.

"*Maverick*, as wounded and crippled as if her back had been broken, held it together and carried on. She distinguished herself by sailing as well and as fast as we know she can, and got her crew, who were unaware of her miseries, across 2,000 miles of ocean. Not until land was in sight and it was clear we would make it safely did she deign to give us an indication of her condition by saying, 'Guys, you need to get me to the hospital.' Now it's our turn to see if we can save her."

The majority of circumnavigators don't have boat insurance, but fortunately Johnson does. "Mine is through Bluewater, a *Latitude* advertiser. For general information's sake, it cost me \$2,500 for \$80,000 of hull insurance. After September 11, the insurance companies informed all the owners of boats coming up the Red Sea that they would not be covered between Sri Lanka and the Med — even though every policy routinely excludes losses from piracy, acts of terrorism, and war. But a month later, the insurance companies came back. In my case, they said if I ponied up \$700, they'd cover my hull right through to the Med. So I believe my base premium was only \$1,800."

As most *Latitude* readers know, we've been following Johnson, Shrode, and *Maverick* much of their way around the world. Indeed, a little later in this issue we have a feature story on Johnson's musings on cruising, written just before they took off across the Atlantic. In any event, we'll not abandon them now that they're having some serious problems, so stay tuned for further reports.

SIGHTINGS

santa cruz yachts flies the coop

The times, they are a-changin'. Last month, we reported that Sutter Sails closed their doors for the final time. This month, we bid sad adieu to another Northern California icon, the legendary Soquel chicken coop that 'hatched' the "fast is fun" ultra-light displacement movement of the late '70s, and such memorable speedsters as *Blondie*, *Silver Bullet*, the first *Pyewacket*, and the magic bus herself, *Merlin*.

We hasten to clarify that Santa Cruz Yachts, which ran the coop, is alive and well, and will continue their tradition of building high quality boats in a newer, larger facility in La Selva Beach, on the coast near Watsonville. But as of last month, the quarter-century run at the 'coop' is history.

The 200-foot building in Soquel really was built to house chickens

continued on outside column of next sightings page

coast

Between mid-November and mid-December, Group San Francisco Units — which includes Stations at Lake Tahoe, Vallejo (formerly Station Carquinez until December 7), Rio Vista, Monterey, Bodega Bay, Golden Gate and San Francisco — responded to approximately 79 search and rescue (SAR) cases. Of these, five were false alarms and six were a single call for help ('mayday, mayday') with no further information, making it impossible for the Coast Guard to develop a reasonable search area. These eleven cases used



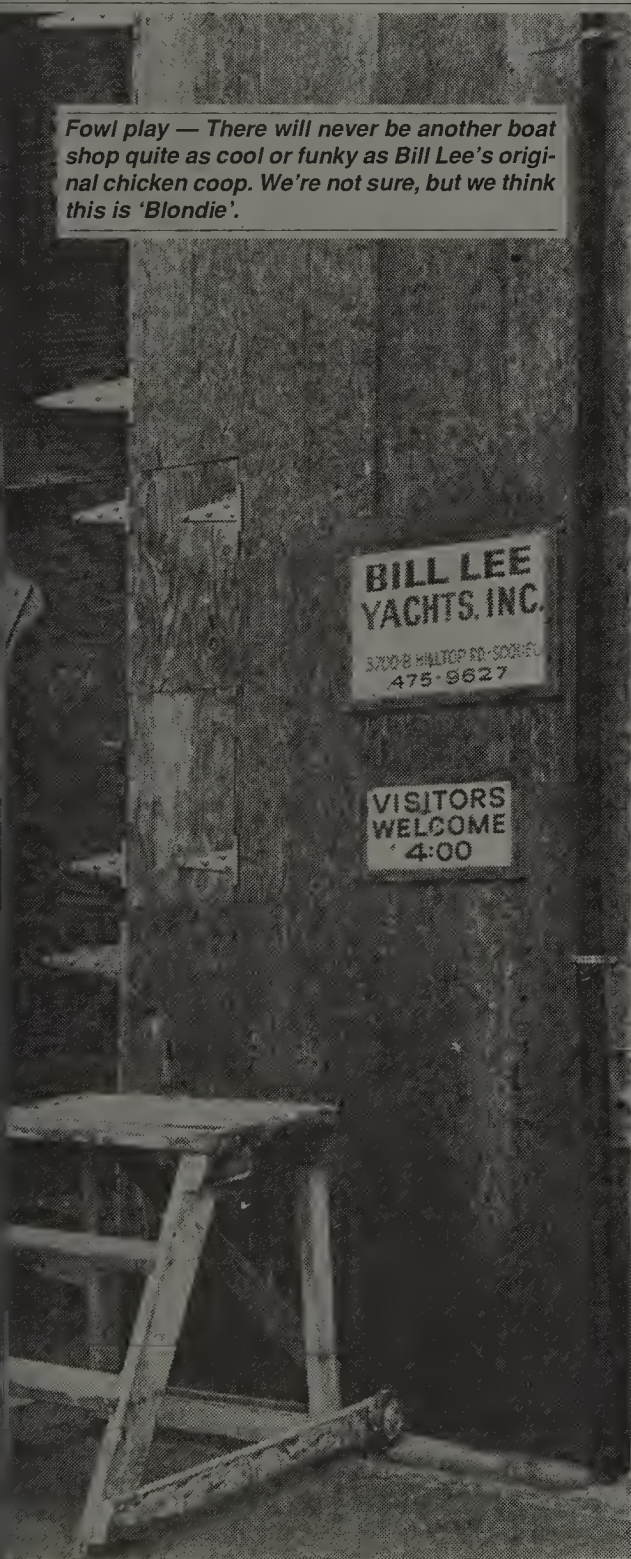
watch

more than 38 hours of Coast Guard personnel, small boat and aircraft resources. Here are a few of the more interesting cases we responded to:

November 7 — Shortly after 11 p.m., Station Golden Gate received a call for assistance over VHF Channel 16. A 110-foot S/V moored at Richardson's Bay broke from its mooring, likely due to the 70-knot sustained winds. The Station diverted two of its 47-foot Motor Lifeboats who were still near Richardson's Bay af-

continued middle of next sightings page

Fowl play — There will never be another boat shop quite as cool or funky as Bill Lee's original chicken coop. We're not sure, but we think this is 'Blondie'.



LATITUDE ARCHIVES

coop — cont'd

back when poultry was king in the '20s, '30s and '40s. "Whenever we'd have a little earthquake, feathers would still fall out of the rafters," laughs current SCY owner Lance Brown. When Bill Lee was looking for a place to build long, skinny ultralight boats in the mid-1970s, the long, skinny building was a natural. It was also remote and inexpensive, which made it perfect.

Merlin was born there, which is reason enough to give the place historic site status — although Brown says it's likely the owners will convert it to a storage facility for the foreseeable future. One day, he says, it will likely be razed to make room for another upscale dwelling.

For the five or six readers who may not know, *Merlin* was a breakthrough racing yacht every bit as important as Olin Stephen's *Dorade*, Alan Gurney's *Windward Passage* and Ron Holland's *Imp*. Bill Lee's 68-ft needle was launched in February of 1977 and in July, set a new TransPac record of 8 days, 11 hours — in the process beating both the old monohull and multihull records. *Merlin* went on to set many more sailing records and is still sailing today — along with descendants like *Blondie* (Santa Cruz 70 hull #1) and 19 other SC 70s, 28 SC 50s, 28 SC 52s, 15 SC 40s and scores of 27s and 33s. Lance Brown puts the total number of boats that came out of the chicken coop in the hundreds.

Lee sold the business to John DeLaura (owner of *Silver Bullet*) in 1995, who shortly thereafter sold it to Paul Ely. Brown, who came on board as Lee's production manager in 1989 (in 'SC years' about the time the SC 70 *Mirage* [hull 14] was in the molds), was there for the various transitions, and finally took over the company himself last May.

As romantic and 'Santa Cruzey' as it was, the 10,000-square-foot chicken coop was never an ideal place to build boats. Drafty and cramped from the outset, partially completed 70s often hung partway out of the shed to make room for those in layup. And outside space was even more limited. As time went on, expensive homes slowly encroached on the rolling countryside surrounding the site, and overhead climbed steadily skyward. When the facility in La Selva became available, Brown jumped on it. He knew the karma was right when he found out the former tenant had manufactured roller coasters.

The new facility boasts 30,000 square feet of working space under an all-metal roof, and another 40,000 outside. There's plenty of room for the regular production line (an unsold 52 is currently under construction) — as well as custom jobs which SCY has heretofore not had the room to build, or even bid on. There are also plans for a Bob Smith-designed 40-some footer for owners wanting a smaller version of the company's flagship SC 52. "It will be a boat with the same quality as a Swan, but that will sail better and cost less," says Brown. When the time comes for a design consortium to nail down the particulars of the new boat, Brown says the ol' Wizard himself, Bill Lee, will likely be involved.

Santa Cruz Yachts — which also now counts a beautiful retro-style 41-ft powerboat in their lineup — hopes to complete the majority of the move to the new headquarters by the end of February. Their new phone number is 831-786-1440. You can also check them out on the web at www.santacruz-yachts.com.

the 20, 100 and 185% solutions

There are two things all the stakeholders in the Ala Wai Yacht Harbor in Honolulu seem to agree on: First, that the marina is falling apart, and second, that berth rates have been too low for too long. When it comes to deciding what to do about these problems, however, there is much disagreement.

To set the record straight, contrary to what one *Latitude* reader stated in a recent letter, neither the Ala Wai, nor any of the other 20+ state owned marinas are subsidized by taxpayers. Bill Mossman, a Honolulu boatowner who follows the situation closely, explains:

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SIGHTINGS

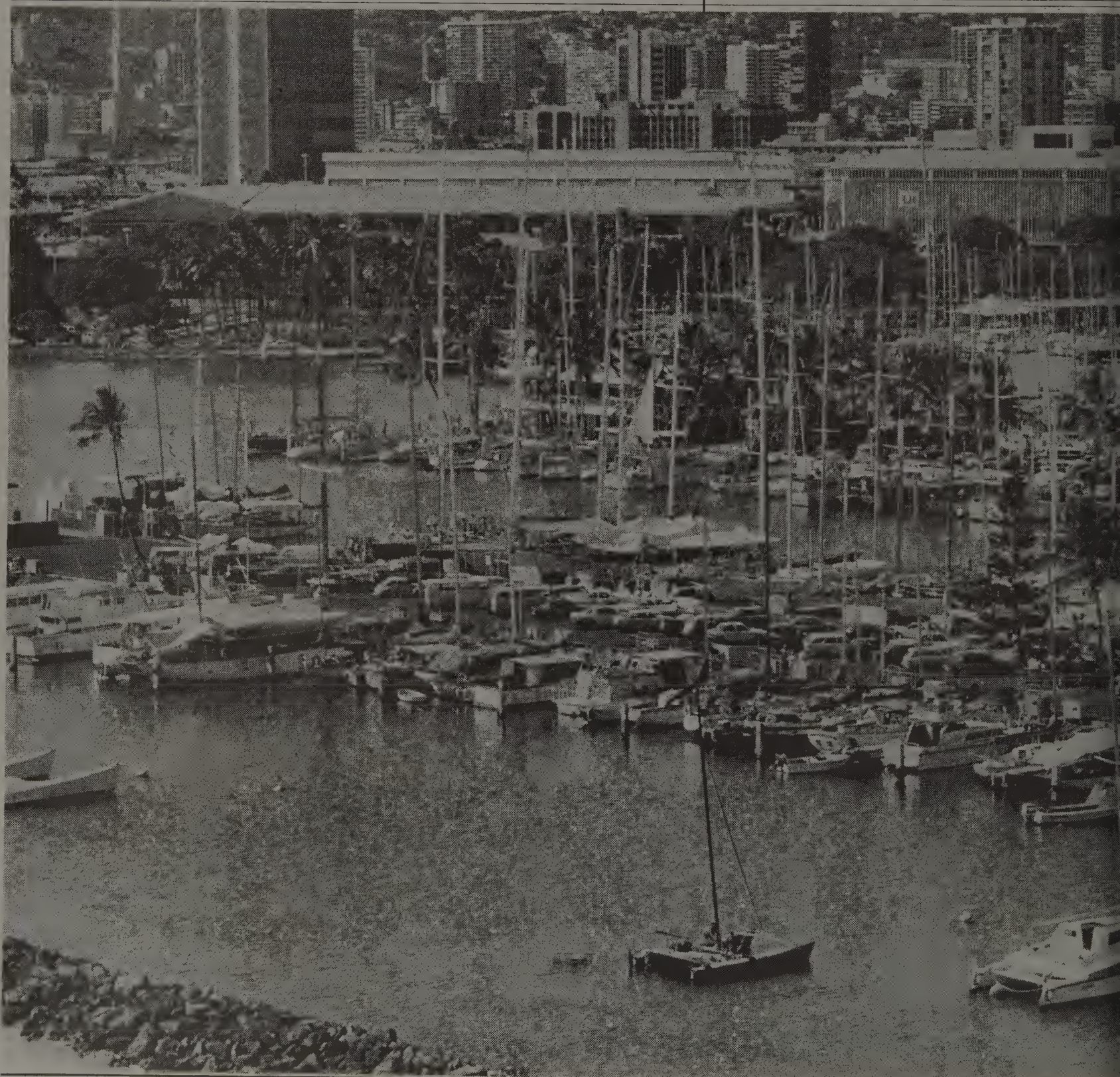
ala wai solutions — cont'd

"All of the boater fee revenues from all of the harbor and 50+ boat ramps, along with commercial fee revenues, the Aquatic Resources Trust Fund, and parking and land lease rent monies, are pooled together in the central Boating Special Fund. The distribution of these funds amongst all of the boating facilities is determined by the State — meaning the Department of Land and Natural Resources (DLNR) and Division of Boating and Ocean Recreation (DBOR). Under this arrangement, excess revenues generated at some harbors are used to defray costs at other harbors or activities with funding deficiencies. In other words, this fund pays all the marina and launch ramp bills. The Boat-

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coast watch

ter responding to a call to assist another boat, a 41-foot vessel called *Mickey*, which had also drug anchor due to the high winds and was drifting into other vessels. The MLBs arrived on scene within six minutes. One of the MLBs took the S/V in a side tow, while the other provided navigational assistance. (The towing MLB had limited visibility due to tarps on the S/V which blocked their view.) The MLBs safely moored the S/V at the Army Corps



— cont'd

of Engineers dock in Sausalito.

As this incident illustrates, it's important to check your mooring, especially if you know you are not going to be onboard. It's also advisable to keep abreast of the weather for high winds or storms that may require greater protection than your usual mooring provides.

November 7 — A person onshore near Port Costa in Vallejo called 911 to
continued middle of next sightings page



LATITUDE/RICHARD

ala wai solutions — cont'd

ing Special Fund does not receive any 'taxpayer' money from general public tax funds."

Having said that, Mossman and just about everyone else will agree that most of the state's boating facilities — not just the Ala Wai — have fallen into great disrepair due to age and neglect of maintenance. The 'deferred maintenance' has gone on for so long that what once might have been repair jobs are now 'tear down and rebuild' projects. Much of the Ala Wai, for example, is such a personal injury hazard, it's hard to believe the state can even get liability insurance. In any event, the state estimates it will cost \$250 million to bring the facilities up to standard.

At the end of Governor Ben Cayetano's administration, the favored solution seemed to be privatizing the Ala Wai Yacht Harbor, by far the largest in Hawaii, and perhaps a couple of others, to generate increased revenues to solve the boating facility financial crunch. Although a Democrat who looked to government and government employees with great favor, by the end of his term, Cayetano seemed to believe the state was incapable of running the Ala Wai in the state's best interest.

Privatizing the Ala Wai doesn't sound like a good idea to most slipholders, who correctly assume that there would be a big jump in slip fees. Although rates in the Harbor have been going up in recent years, even now they are only \$4.10/ft — or a little over \$160 a month for a 40-foot boat. This is ridiculously low compared to other metropolitan areas, even those not in the middle of the Pacific where prices on everything are generally considerably higher. The dramatically below market slip rates have meant that people rarely give up slips, even if they no longer use their boats. We're told that other slipholders illegally rent out living quarters on their boats, creating a nice stream of income from public property.

To put the Ala Wai slip fees in an interesting Hawaiian context, \$215/month rents a 10x10x9 storage space from U-Haul under the freeway near the airport.

Another solution to the Ala Wai problem would be for the state to continue to run the marina, but to raise the slip fees. But raise them how much? Mossman and others claiming to speak on behalf of slipholders have suggested 20%. This would still leave the price at less than \$5 a foot, or about the same as the much smaller U-Haul storage space under the freeway.

The Division of Boating and Ocean Recreation came up with their own plan to increase fees over the next eight years. Forget the 20% business, the DBOR proposed a 185% increase — to \$11.70/ft — this year, and a 230% — to \$13.55/ft — by 2004. In addition, trailer boat launch fees would be increased from \$25 to \$120, an increase of 380%. For whatever reason, the DBOR can't seem to find a middle ground between way too cheap to a little too much.

Since this original fee increase proposal came out, it was pointed out that the Waikiki YC, which just put in a bunch of great new slips, only has to charge \$8.50/ft to pay for them, and that the new and very nice Ko Olina Marina has slips as low as \$9/ft. As such, the DBOR has told the DNLR that they have a new proposal for slip fees: A 100% increase from \$4.10/ft to \$8.20/ft the first year, with 10% and 5% increases to follow. Nobody is asking us, but we think the DBOR probably has it right. While berthholders are naturally going to object, we think they're mistaking their short term interests for long term interests. Public meetings are currently being held over the proposal.

Meanwhile, there is still the question of whether or not the Ala Wai and other facilities should be privatized. One side argues that public lands and facilities shouldn't be privatized, while the other side maintains that the state of Hawaii would get a much better return on these assets by letting professionals manage them. A new factor in the equation is that Hawaii has just elected Linda Lingle, the first Republican governor in 40 years in Hawaii. As most people know, Republicans tend to believe that private enterprise can do just about anything that government can do, but better and for less money. So far, Lingle's administration hasn't spoken on the matter.

SIGHTINGS

such a *flirt*

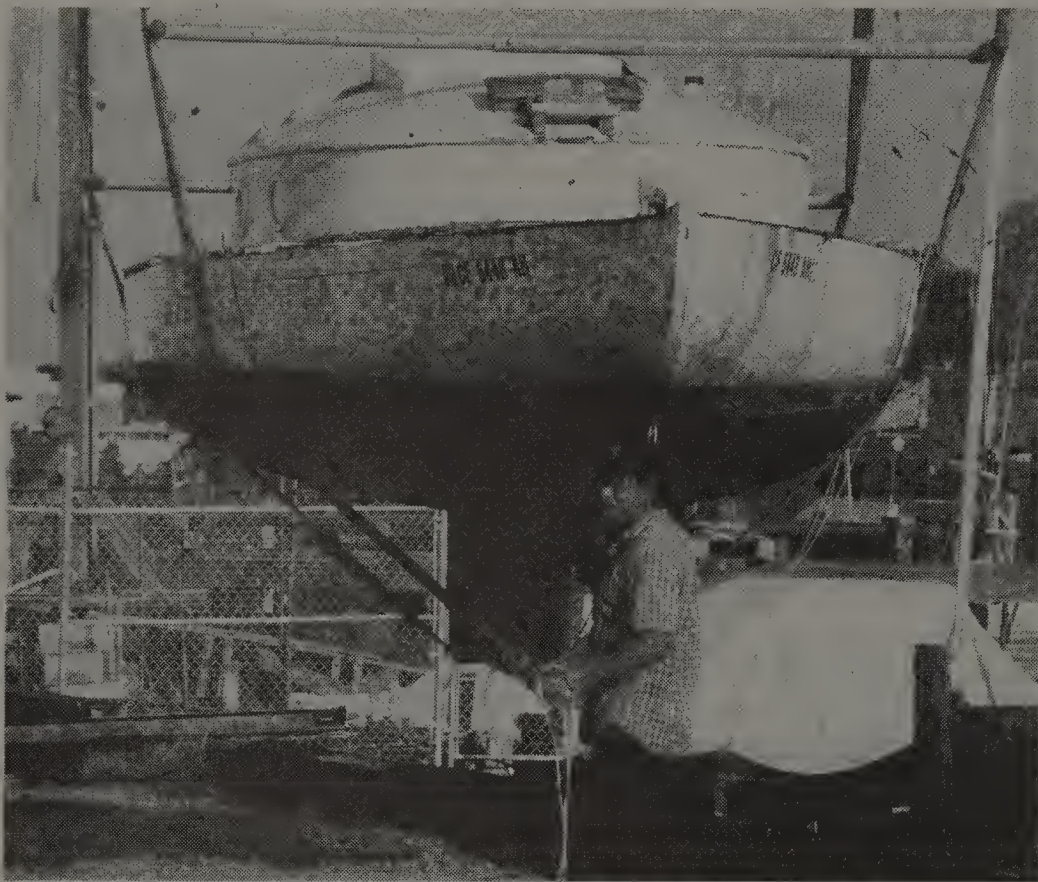
Flirt is back in the water. After a complete restoration lasting more than two years, Peter Strietman's sturdy 88-year-old sloop was rechristened by his wife Katherine at Anderson's Boat Yard in Sausalito on December 7 and lowered back into her element to the applause of a group of friends and admirers. The biggest smiles were on the faces of Strietman and his family — and shipwright Dan Jones and the crew of dedicated people who persevered with the reconstruction, rain or shine. Lending an even more celebratory tone to the proceedings, it was also Jones' birthday.

There were few smiles when the old boat first came out of the water

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coast watch

report calls for help coming from the water near the port. This 911 call was quickly transferred to Group San Francisco, who notified Station Vallejo, who launched their 23-foot Light Utility Boat and contacted the person onshore for more precise location information. The UTL arrived on scene and found a man and a woman on a 15-foot runabout. Apparently, they had experienced an engine failure the previous evening and set anchor. During the



From the 'Flirt' scrapbook (clockwise from here) — bending up the new cabin sides; the "before" picture (note size of cabin); the "after" picture (Peter Strietman is leaning from behind mast with ballcap; Dan Jones is sitting with bare feet). Inset, the Strietman's 2001 Christmas card featured Albert and Francis amid 'Flirt's new frames.



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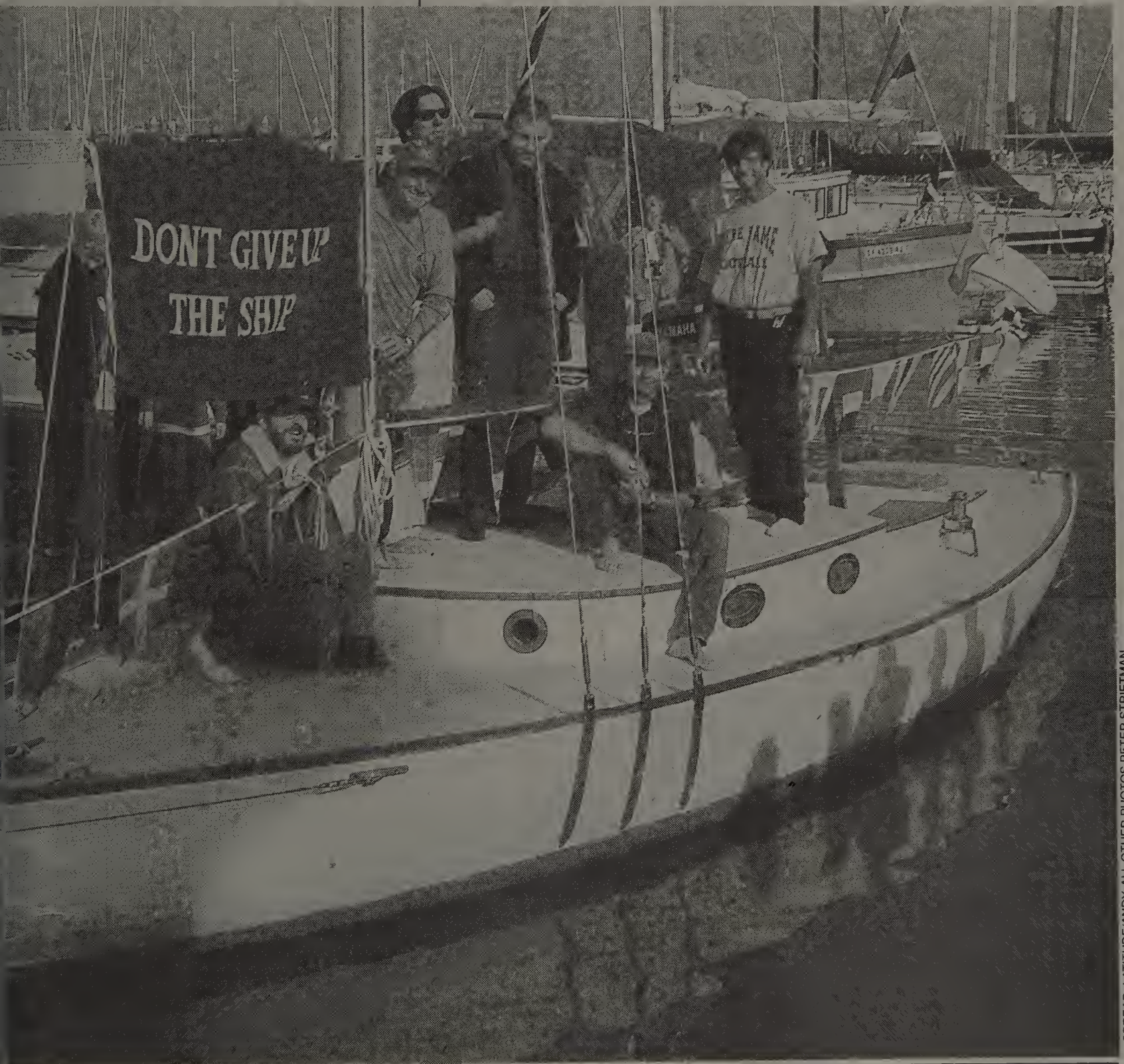
course of the evening, the anchor line parted and the vessel drifted between the Benicia and Carquinez bridges. Unfortunately, there was no VHF radio or cellphone onboard to call for assistance. They were out on the water for approximately 7 hours exposed to an air temperature of 45 degrees Fahrenheit. The crew of the UTL contacted the Station to request medical assistance to meet them at

continued middle of next sightings page

flirt — cont'd

in San Rafael back in October of 2000. The 31-ft Charles Mower centerboarder — the first 'big boat' built and owned by the late Sausalito shipwright Ralph Flower — had endured a hard life in the last few decades. In addition to receiving questionable upkeep, her tiny interior served as home to a series of folks either at the dock or anchored in Richardson Bay. As always happens during restorations, people who knew, loved or sailed the boat at one time or another just appeared at her restoration site next to the Arques School of Traditional Boatbuilding in Sausalito. Sometimes they appeared daily, and often returned several times to check on progress. The one thing they shared in common:

continued on outside column of next sightings page



SPREAD, LATITUDE/ANDY. ALL OTHER PHOTOS PETER STRIETMAN

SIGHTINGS

flirt — cont'd

"Everyone had a story of her almost sinking, and almost everyone claimed to have lived aboard!" laughs Strietman.

Strietman had long admired the boat and her history, and when she became available in 1999, he quickly snapped her up with the hope of doing a restoration. Fortunately, she qualified for an endowment left by Donlon Arques. This paid for the basic restoration; Strietman supplied the raw materials.

And *Flirt* needed lots of raw materials. In fact, only about 5 to 10% of the original wood in her hull could be reused — a few floor timbers, the keel, the forefoot and sternpost are about it. The rest is all new. Amazingly, above the deck, her original one-piece mast is still in fine shape, as is a newer boom. A few coats of varnish were all it took to

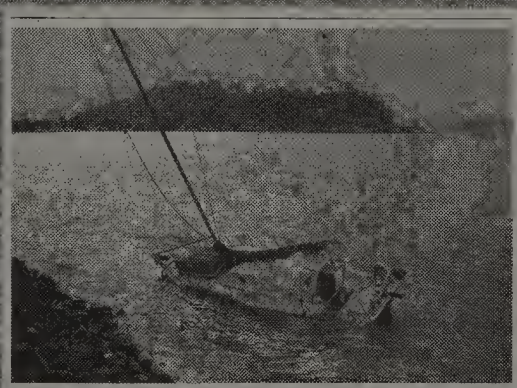
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coast watch

the 9th Street launch ramp. Once moored at the ramp, EMS personnel quickly transported the two to the local hospital where they underwent observation for hypothermia.

The lesson learned here is the importance of reliable radio communications while you are underway. This includes electronic and visual means of communication such as flares.

November 21 — At 3:30 a.m., the Coast Guard received a 121.5 MHz alert in the vicinity of Richardson's Bay, close



— cont'd

to shore. The Federal Communications Commission was immediately notified. A Coast Guard helicopter from Air Station San Francisco, a Motor Lifeboat from Station Golden Gate and a mobile unit from the Coast Guard Auxiliary were all launched. The Coast Guard helicopter, using a direction finder, was able to trace the source of the 121.5 MHz signal to a yacht harbor in Sausalito. The FCC was notified and sent an agent to the yacht harbor. Using a direction finder, the agent

continued middle of next sightings page



Considering reported wind strengths of 60 mph and more, the storms of December caused surprisingly little damage in the boating community. Even Liz Baylis and Todd Hedin's Antrim 27 'E.T.', which blew over on its trailer, suffered little more than scuffs and scrapes. In the inset at upper left, this small sloop was one of two boats that went aground at the usual place near Blackie's Pasture in Tiburon. Though undamaged initially, it had not been rescued and at presstime was pretty much a total loss.

SPREAD, LATITUDE/JR; INSET, LATITUDE/JOHN ARNDT

flirt — cont'd

have them looking almost new.

Her shape is 'new' to most eyes, too. Over the years, the boat had hogged, flattening out her sheer. One of the first jobs of reconstruction was to jack her ends back into alignment and brace them there while the new structure took shape. The other corrected 'eyesore' was her oversize cabin which was built to accommodate the boat's original iron centerboard and trunk. Flower removed that early on in favor of a shallow full keel, but the cabin remained. Part of the rebuild was the design and installation of a lower, more complimentary cabin. Her old cabin did brief duty in Strietman's backyard as a 'fort' for his two kids, son Albert and daughter Francis.

In one of few concessions to modernity, auxiliary power now comes from a small electric(!) outboard that rides in an off-center well. *Flirt* was engineless in her first few decades, and Strietman didn't want to deal with even a newer version of the smelly, dirty beast that brought that era to an end. The new powerplant is a nice compromise. It's quiet and much lighter (even with the additional battery power needed) than internal combustion, and the little 15-horse-equivalent motor will push the boat at 4 knots for several hours, or 6 knots tops.

Strietman and Jones have been friends for more than 20 years, so Dan was the natural choice to head the restoration project. Others who played a significant role in the reconstruction were Craig Telles, Elie Sainfeld and Ron Schmidt. Kudos also to David Clifford, Sylvie Faucher, Frank Warner, who did some amazing new bronze castings, and J.P. Plumley, who rigged the boat.

True to her heritage, *Flirt* is not going to be a slip-queen. Flower is said to have sailed her a lot, and Strietman is looking forward to doing the same. By the time you read this, she will have received her new Ullman sails and likely have sailed for the first time in her renewed trim. Peter also looks forward to returning the boat to the Master Mariners Memorial Day Regatta, where she has raced many times over the years, with several class wins under her keel.

the uncertain future,
of ultimate offshore racing

These are crucial times for what the foreseeable future of crewed round-the-world sailboat racing will look like. The Volvo Ocean Race, formerly the Whitbread, has always been the premiere round-the-world crewed event, and has made international superstars out of the last two winning skippers, Northern Californians Paul Cayard and John Kostecki. But despite protestations to the contrary by Volvo, the last Volvo was seen as something of a disappointment, both in terms of the number of entries — only eight — and in attracting interest. As Volvo makes plans for their next race, scheduled for the winter of 2005/2006, it's uncertain whether they will go to bigger boats or a slightly different course to try to gain more publicity.

Meanwhile, Bruno Peyron of France, who put together The Race, the around the world event for maxi multihulls two years ago, used the Paris Boat Show to announce two round-the-world multihull events that would be in direct conflict with the Volvo. The events include a second running of The Race, to be held in 2004, and a Race Tour, a crewed multihull event with several stops, to be held every four years starting in 2005/06.

What makes the future unclear is that Volvo has all the money, clout, and skills to put together a great event, but Peyron's proposed Race Tour has much more appeal to the prime competitors from recent Whitbreads and the last VOR. Specifically, superstars such as John Kostecki, Paul Cayard, Grant Dalton, Neal MacDonald, Ross Field, and Roger Nilson are reported to be more interested in doing the Race Tour rather than another Volvo. Why? The big multihulls are faster than the Volvo monohulls, they are more fun to sail, and they inherently seem

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SIGHTINGS

ocean racing — cont'd

to attract more attention. This is the opinion of sailors such as Nilson who have raced around the world on both the Volvos and the maxi cats. It's noteworthy that Ellen MacArthur, the most bankable sailor — male or female — in the world today, has done her last race with her Open 60 monohull *Kingfisher*, and has taken delivery of the 110-ft maxi cat *Kingfisher II*, formerly *Innovations Explorer*, and will soon be going after the Jules Verne round-the-world record.

Nilson thinks it would be great if Volvo's money and Peyron's superior vision could be combined into one great event. The fact that this is a no-brainer of a great idea doesn't mean it's going to happen. Even though Volvo officials have reportedly acknowledged that at some time in the future they will probably have to go to multihulls, they don't want to do it now, and rebuffed an appeal by Peyron — with Nilson's help — to join forces. One problem is that Volvo is very conservative, and just last month 15 of 18 multihulls in one division of the Route du Rhum were destroyed, damaged or capsized.

Newsflash: Seemingly in response to many of the best sailors' acknowledging that they are more interested in doing the Race Tour on multihulls than another Volvo, in late December Volvo announced that they . . . would have an important announcement to make in Auckland on February 10. Some of the 'pre-announcement' was cryptic:

"Following a meeting of the Volvo Ocean Race Board in Sweden, Volvo is set to support sailing in a more encompassing way than previously envisioned. In addition to confirming the Volvo Ocean Race 2005-2006, full backing will be given to support additional sailing events in cooperation with other partners. In doing so, Volvo is supporting the sport of sailing in a broader and more beneficial way. Final plans for the next Volvo Ocean Race were approved, and a press conference will be held in Auckland, New Zealand, on February 10th where plans will be revealed. The new concepts now formalized are a result of much discussion with ocean racing competitors, designers, potential entries and commercial partners, and the plans reflect the consensus of opinion distilled from this detailed consultation process. The details of the new design of race boat, together with the revised racetrack and new format will be confirmed in Auckland."

Does this mean that Volvo has seen the light and will be holding a round-the-world race for multihulls, that they are teaming up with Bruno Peyron, or that it will be the same Volvo all over again with slightly different monohulls? Only time will tell. One can only hope that Volvo won't be asking the best male sailors to plod around the world in monohulls while Ellen MacArthur, the hottest sailor in the world and the only one whose fame is recognized by a significant portion of the general population, screams past them in a maxi multihull.

around alone, leg III

The start of Leg III of the Around Alone race — at 7,190 miles the second longest leg of this five-stop singlehanded race around the world — got off as rescheduled at noon off Cape Town on December 14. Originally slated to start on December 7, the race committee moved it up a week to accommodate late finishers. Those following the race will know there were plenty of those: to escape an hellacious approaching storm (the remains of a dying Atlantic hurricane), 8 of the 12 Around Alone boats ran for cover to various Spanish ports to wait out the weather at anchor. After they restarted several days later, Simone Bianchetti's 60-ft *Tiscali*, was then dismasted, and had to return to port a second time. The irrepressible Bianchetti was down, but not out — a spare mast was loaned by Class 1 and overall race leader Bernard Stamm of *Bobst Group Armor Lux*, and delivered to the tiny port of La Coruna, Spain, by Emma Richard's *Pindar* team. To give you a good idea of how spread out this fleet really was, Bianchetti restarted on November 9 — only four days before Stamm finished the 6,880-mile Leg II off Cape Town! California guys Bruce Schwab on *Ocean Planet* finished 5th of 6 boats.

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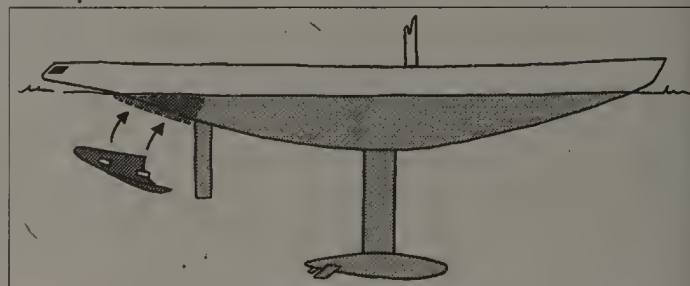
coast watch

traced the signal to an unmanned vessel at the dock. The agent went aboard the vessel, removed the battery from the EPIRB, and left a notice for the owner/operator to contact the FCC.

This case took 10 personnel hours, two hours of airborne time for a Coast Guard helicopter, one hour of underway time for an MLB and one hour for the mobile Auxiliary unit. This is due in large part to the fact that, unlike the 406 MHz EPIRB, the 121.5 MHz EPIRB does not

poker faces

When it comes to the America's Cup, the top syndicates not only keep a few aces up their sleeves, their jackets are



Above, the Kiwi clip-on. Right, 'Oracle's kite sail gives a whole new meaning to 'reaching.'"

positively stuffed with one-eyed jacks, wild deuces and even a few jokers. As the semi-final rounds gave way to the last few weeks of the Louis Vuitton Cup challenger elimination rounds, cards were hitting the table hot and heavy.

Two of the more novel poker hands were *Team New Zealand's* 'false hull' appendage and *Oracle/BMW's* kite sail.

The former — also known variously as a 'false skin', 'second skin', 'false appendage', 'prosthetic', 'Kiwi clip-on' and 'falsie' — is a thin skin suspended below the hull aft of the rudder. Its purpose is to make the water think the boat is longer — and therefore faster — while at the same time being 'invisible' to the IACC rule. That rule permits only two underwater appendages that move — the rudder and keel trim tab. But some creative minds in New Zealand (and, as it turns out, Switzerland), noticed that the rule does not limit the number of appendages that don't move. Thus the second 'skin' — and the ultra-secrecy of the Black Magic boats which not only wear skirts in the TNZ pen, but also during the long tow out to their remote training site.

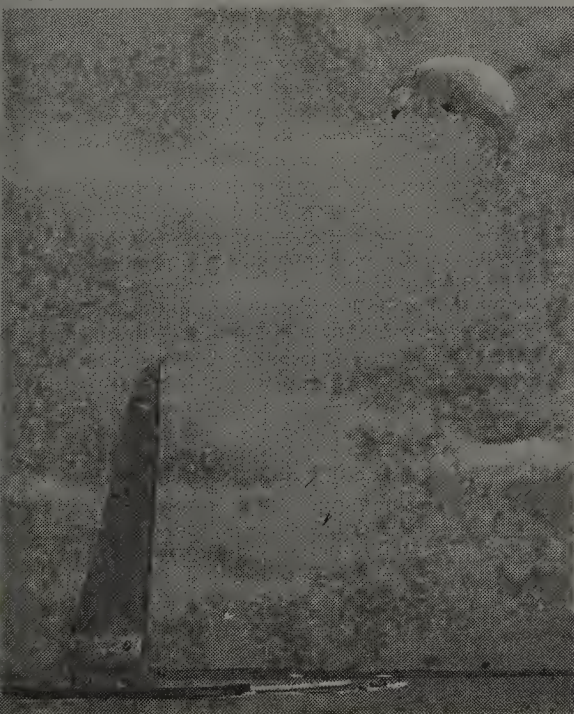
Russell Coutts confirmed that *Alinghi* had looked at a similar appendage early on but stopped when it didn't seem work-

— cont'd

have the capability to send registration information along with its signal. The registration information, if up to date, provides the U.S. Coast Guard with the ability to quickly track the owner/operator to determine if there is a false alarm. Just as a reminder, the National Oceanic and Atmospheric Administration announced that the 121.5 MHz beacons will be terminated on February 1, 2009 (source: www.navcen.uscg.gov/marcomms/gmdss/epirb.htm).

in auckland

able. (He also said that *Team New Zealand* had looked at this innovation during his tenure there, and that it had once even been used on an unnamed IMS boat.) However, once word got around through official channels that the Kiwis had a working model, *Alinghi* took a second look and began work anew. Though *Oracle/BMW* had not confirmed or denied it at presstime, they were thought to be experimenting with a similar appendage, as well. *OneWorld* said they had also experimented with the idea early on, but weren't planning on bringing it back.



There are more than a few problems which must be overcome for the concept to work. One is that to qualify as an appendage, the 'falsie' can only attach to the hull within 9 inches on either side of the centerline, and no other portion of the

continued middle of next sightings page

around alone — cont'd

in Class I, while Van Liew won his second consecutive leg in Class II aboard *Tommy Hilfiger Freedom America*. Bianchetti finally arrived in Cape Town on December 12, only two days before the start of Leg III. In what has become standard operating procedure for this race, he was greeted enthusiastically by all other competitors.

The pre-race press conference on December 13 found all skippers together once again and in fine spirits. Here are a few of the different 'takes' some of them had about the upcoming leg — which for some marked the first foray into the Southern Ocean.

"The only time I have been in this ocean is on a cargo ship so this time it will be quite different!" said Swiss skipper **Bernard Stamm**, the Swiss ex-lumberjack and current race leader with 20 points. "First I will sail safely, as the biggest danger of all is myself. To know the limits of the boat is not a simple task, these boats are complicated machines. I've changed the mainsail so I can take 4 reefs in instead of three, and we've added a cuddy in the cockpit so that I can shelter a little from the weather. As for my competition, well, we are great friends, but out there it's war, and if the race is not for winning, then what?!"

French circumnavigator, **Thierry Dubois** on *Solidaires*, currently 2nd in the overall rankings just two points behind Stamm, said: "I am looking forward to strong winds — and I mean above 40 knots! The weather in the South was kind when I raced in the Vendée Globe, so the fact that I have already been around the bottom of the world is not really significant here."

British skipper **Emma Richards** is currently lying third in Class I with her Open 60 *Pindar*. Despite the fact she is the only woman and — at 27 — the youngest competitor in this sixth running of Around Alone (formerly the BOC), Richards has a fair amount of recent experience in the Southern Ocean from crewing aboard the Volvo 60 *Amer Sports Too* in the most recent Volvo Ocean Race, the crewed round-the-world marathon that ended just last summer. "I love it!" said Emma about sailing the South. "Well, except for the ice and isolation! There is the most fantastic sailing ahead of us. It is so beautiful down there, and I hope all of us will enjoy the strong winds and big waves."

Graham Dalton on *Hexagon* may not have the Southern Ocean experience of his famous younger brother Grant, but he's seen the Southern Ocean — and has the added incentive of finishing this leg in his homeport. "The aim is always to get to the finish in the quickest time possible, especially as I know that the people of Tauranga will come out in the thousands to welcome the boats in," noted Dalton. "I did my first sail training in these waters and the boat is really sorted now, so I'm going all out to beat the others into port."

Class 2 leader **Brad Van Liew** on *Tommy Hilfiger Freedom America*, the only returning Around Alone veteran ('98-'99), has tasted the South before. This time around he is a father, which inevitably adds to the emotion of leaving family and friends for a month-long stretch of racing in the harshest seas on this planet: "Of course, I don't like to leave my wife, Meaghan, and little girl, Tate, but part of me will be driven to get to the next port quickest so I can see them again," says the former owner of a Santa Monica charter flying service.

The oldest competitor in the fleet, diabetic skipper **John Dennis** on *Bayer Ascensia*, has his boat all set and is looking forward to the experience ahead: "Brad is a smart guy and knows where he's going, and Tim Kent on the other 50-footer is now called 'Scooter', as he tends to scoot from one side of the course to the other! I'm going to be keeping a close eye on these two and if I can keep a straight line between them, I'm hoping to get to the finish line a bit quicker than I did in this last leg." Interestingly, all of John's closest competitors have John's diabetes medication on their boats in case he needs to be rescued by a fellow skipper during the leg.

Japanese skipper Kojiro Shiraishi on *Spirit of Yukoh* had perhaps the most laid-back outlook: "Take pictures of icebergs and remain in good humour!"

Actually, Shiraishi might not get those photos. In an effort to keep

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SIGHTINGS

around alone — con't

the fleet safe (and more accessible in the event of a rescue), Leg III of Around Alone actually has "marks." The first is Heard Island, a fly speck at about 38S, 78E, which the fleet must keep to starboard. Then they must pass north of latitude 46S at some point between longitude 105-120 East. They leave Tasmania to port and Cape Reinga (atop New Zealand's North Island) to starboard before finishing in Tauranga, which is about halfway down the east coast of the North Island.

At this writing, the fleet had sorted itself out in the usual manner —

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poker faces

skin can touch the hull, even if it flexes. A second is that there's water between the skin and the hull itself. The width of the gap is a critical factor. According to Coutts — who at this writing was the only one tossing bones to the press on the subject of the false skin — that gap won't be very wide. "When you look at our appendage, to me it looks like part of the hull," he



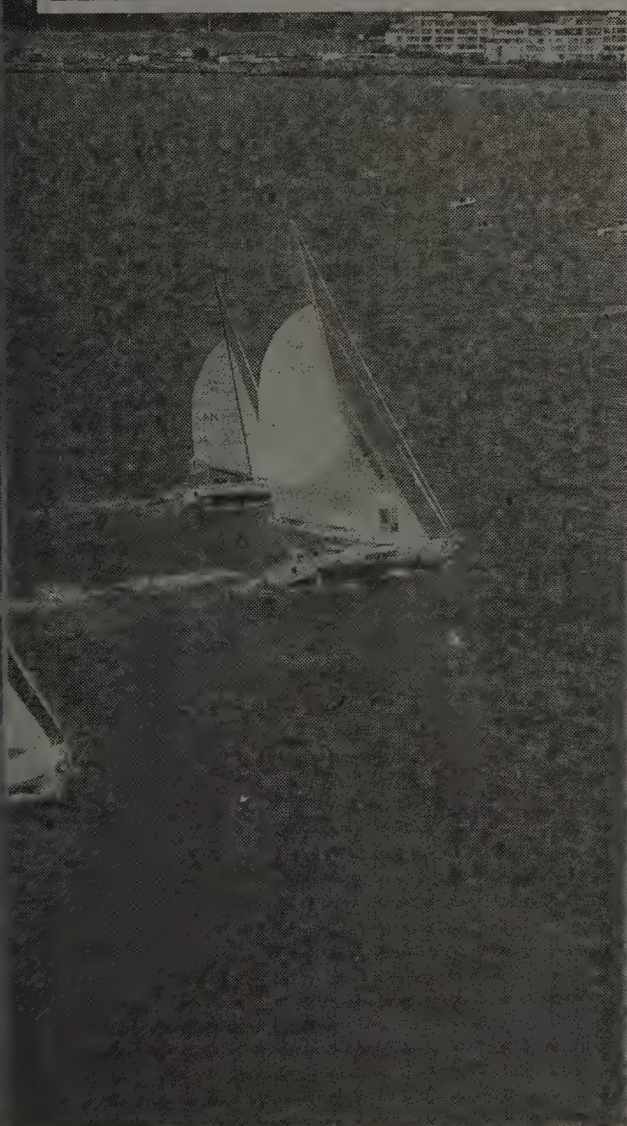
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said. "If somebody pointed at it and said, 'Is it a hull or an appendage, I'd say it's part of the hull.'"

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Spread, the Around Alone fleet starts Leg III under the misty shadow of Table Mountain. Above, a jubilant Simon Bianchetti arrives in Cape Town a month after being dismasted.



WWW.MARINEPICS.COM

around alone — con't

Bernard Stamm's *Bobst Group* in the lead, followed by Thierry Dubois on *Solitaires*, Emma Richards on *Pindar* and Graham Dalton on *Hexagon*. Bruce Schwab's *Ocean Planet* and Simone Bianchetti's *Tiscali* brought up the rear of Class I after getting stuck in a wind hole shortly

after the start. The Class II start was a bit more scattered. Brad Van Liew's *Tommy Hilfiger* started a couple of hours late due to some mainsail problems, John Dennis had to pull *Bayer Ascensia* into a small South African port of Struisbaai for a few hours of electronic repairs, and Tim Kent was delayed from starting for almost 24 hours as spare parts he needed arrived late. However, at this writing, Van Liew had pulled into a comfortable lead.

The first boats are due in Tauranga sometime during the first week in January. You can follow all the action on the race's excellent website at www.aroundalone.com. For more on the 'California cowboys', check out Schwab's website at www.oceanplanet.org; and Van Liew's at www.oceanracing.org. The global educational program in which Schwab, Dalton, Richards and several other skippers are taking part can be found at www.education.hsbc.com.

Current Race Standings: CLASS I — 1) **Bobst Group Armor Lux**, Bernard Stamm (SUI), 20 points;

2) **Solitaires**, Thierry Dubois (FRA), 18; 3) **Pindar**, Emma Richards (GBR), 15; 4) **Hexagon**, Graham Dalton (NZL), 11; 5) **Ocean Planet**, Bruce Schwab (USA), 11; 6) **Tiscali**, Simon Bianchetti (ITA), 11. CLASS II — **Tommy Hilfiger Freedom America**, Brad Van Liew (USA), 20; 2) **Everest Horizontal**, Tim Kent (CAN), 17; 3) **Spirit of Canada**, Derek Hatfield (CAN), 17; 4) **Spirit of Yukoh**, Kojiro Shiraishi (JPN), 13, 5) **Bayer Ascensia**, John Dennis (CAN), 13; 6) **BTC Velocity**, Alan Paris (BER), 10.

dispatches from the southern ocean

For Alameda's Bruce Schwab, Leg III of Around Alone marks his initiation into sailing the Southern Ocean. Still competing on a shoestring relative to his competition in Class I, and still largely supported by a faithful core of local grassroots supporters, Bruce's Open 60 *Ocean Planet* was able to get many of the projects done and a few bits of new gear Schwab wanted before leaving Cape Town, including a new Doyle mainsail and working jib.

Bruce is great about getting out daily dispatches to followers of *Ocean Planet*. We thought you'd enjoy excerpts from a few of them as he enters a realm only a select few other solo sailors have dare to tread.

12/17 (third day out) — We are in a light spot right now going just a mere 10kts, which is in stark contrast to last night and this morning where I have never gone so fast or been so scared. . . I started last night with a reef in the main, heavy reacher, and working jib. As the wind increased I took a second reef and rolled up the new working jib. I thought I could hang onto the heavy reacher up to 35kts or so, but was worried about rolling it up in that much wind, as the luff rope is a bit smaller than I should have used and we didn't have time to replace it.

We went faster and faster as the ride eventually became excessively exciting with a violent motion and constant angry water sweeping down the decks. I tried to sleep but the shriek of the keel and the worry wouldn't let me. Finally, I knew I had to roll up the reacher. This was easier said than done as I had to grind frantically on the furling line with my soon dog-tired arms while easing the sheet in a controlled manner. If I just blew the sheet, the sail would start to flog so violently as to shake the entire boat, and the sheets would wind up into a knot. . .

Shortly after dawn, the wind was up to 45 knots and the waves awesome. The boat was constantly over 18kts and even in the cockpit

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SIGHTINGS

dispatches — cont'd

you had to hang on tight to prevent the water blast from washing you out the back. I went below for a while but it wasn't over yet. I had to put a third reef in the main. I won't go through that story, but suffice it to say I was very glad and tired when it was done. The 6 a.m. poll showed that we had averaged 16.77kts for 8 hours.

12/19 — Which way to go? There is better wind to the south for now, but the jibe angles in a couple days may not be so good to get back north . . . which looks like what we should do due to a nasty low predicted to pound the fleet on the 24th and 25th. Merry Christmas, indeed. . .

I spend hours staring at this computer trying to solve the puzzle, but the bottom line is that I want to be north in a few days and make sure I don't get trapped under the storm. Looks like Thierry is thinking similar thoughts as he has split away from Bernard on a more northerly route also. Long way to go, but every mile counts. . . The weather is actually

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poker faces

More drag? Yes. More weight? Yes. But if the smart guys get it right, the tradeoff in speed will be more than worth it. At least, that's the theory. (For a more techie explanation of how the false works, see www.louisvuittoncup.yahoo.com/story1459.html.)

The other big surprise of December was Oracle's kite sail. This thing popped out of the boat at the end of the semi-finals as US 76 was out sailing in light air. The kite sail is just what it sounds like — a larger version of the 'kites' flown by the new crop of boardsailors. The thinking here is much easier to understand than the second skin: even when there's no



— cont'd

wind at sea level, there's often plenty 200 or 300 feet up. If you can get a sail up there, you can harness it — ergo, the kite sail. Whether this is a viable development, a ruse or even legal under the protocol was not known at presstime. But it was pretty entertaining to watch.

Be sure to tune into the Outdoor Life Network on January 7. That's when all surviving syndicates are required to remove the shrouds from their boats of choice and bare their various 'geeks' to the world. Well, some of them anyway. But don't think for a minute there aren't a few unseen aces left to play.



Looking good in the time machine — the Folkboat Wednesday Night races, circa 1985. This stands out in memory as the wettest event we've ever attended without actually diving in the water. But it was sure fun.

LATITUDE/JR

dispatches — cont'd

beautiful right now, sunny with birds careening about. Ocean Planet is moving well despite being under-canvassed. I think she likes the waves here.

12/21 — *It's blowing 30-40kts with aggressive seas and COLD water all over the place. This is where Ocean Planet shines. With the unstayed rig, I have up the main alone, 3rd reefed with the mast rotated, the sheet way out — and no shrouds in the way! I can sail a very low course at high speed and in great control. . . It's actually easier to sail in 35-40 kts than 20, since now I don't need a headsail!*

12/22 — *Wild day so far, after a wild night. I was pummeled by a big breaker that knocked me across the cockpit into a leeward winch where I broke my fall with my right elbow. Ouch!! Good thing I was bundled with gear as that helped cushion it a bit. An hour later, I plotted the latest positions and it was obviously time to jibe as I suspected. It was tempting to avoid the jibe and continue north in search of less wind, but racing is racing, so I drained the water ballast to the new side and it was back out for an exciting jibe. . .*

We are honkin along, that's for sure. If the wind angles hold as predicted, I should pass a couple boats. Tiscali has slowed way down. He must be going bare poles — or he is being extra careful with Bernard's spare mast! Anyway, in about 6 to 10 hours it should start to let up a little. I just have to get through an area of 40-45 kts and squalls first. Stay tuned.

— bruce schwab, ocean planet

short sightings

OREGON COAST — Huge seas nearly sank the 65-ft sailboat *Broken Hobbie* as Robert and Dodie Carpenter attempted a late-season passage to Hawaii in November. The couple — Dodie is 68, Robert is 72 — knew it wasn't the best time to go, but they got a late start because they had to find someone to watch the eastern Oregon ranch where they raise Tennessee Walker horses. About 1,000 miles out, they got run over by the same typhoon whose remains would eventually pound the Bay Area with the first big rain and wind of the season. Gusts to a reported 80 mph shredded *Broken Hobbie's* sails and damaged gear. The Carpenters turned back for home, only to get rolled by a huge wave 30 miles off the coast. According to an article in the *Oregonian* newspaper, the roll "tore off an anchor and threw three generators overboard." Dodie, who was below, came through it uninjured, but Robert, who recalls being underwater while hanging onto the wheel, suffered cuts and bruises to his face. (We were unable to find the Carpenters to clarify the facts of the story, but since the mast(s) were not mentioned, we're assuming it/they stayed up through the ordeal.) The Coast Guard finally took them in tow, but with 25-foot waves rolling into the entrance to Coos Bay, the Coasties had to tow *Broken Hobbie* in circles for two hours while they waited for a lull — then slid the damaged yacht into safe harbor.

HONG KONG — Rich Wilson is on the move again. The record-chasing multihull sailor and creator of the interactive educational website SitesALIVE (www.sitesalive.com) will set out from Hong Kong this coming March in pursuit of the sailing record to New York Harbor. Once again, he'll be racing the ghost of one of the greats from the age of Clippers, the splendid 192-ft *Sea Witch*. Under Robert 'Bully' Waterman, she set the standing record of 74 days, 14 hours on her third 14,000-mile Hong Kong-New York run in 1849. Wilson's steed is once again the 53-ft Nigel Irens trimaran *Great American II*. Launched in 1991 as *Dupon Duran*, GAI already holds two former clipper records under Wilson: San Francisco to Boston (69 days, 20 hours in 1993, over clipper *Northern Light*) and New York to Melbourne, Australia (69 days, 14 hours in 2001, beat clipper *Mandarin*). Crew for the latest trip will be east coast sailor Richard du Moulin. Interestingly, du Moulin is the former owner of Marine Transport Lines. As the oldest shipping company in America, MTL actually built and operated several clippers.

LOUIS VUITTON CUP

USA 70



Staying alive — The three syndicates still standing as we went to press were Seattle's 'OneWorld' (above), the Bay-based 'Oracle BMW Racing' (below left) and Switzerland's 'Alinghi Challenge' (below right).

ORACLE

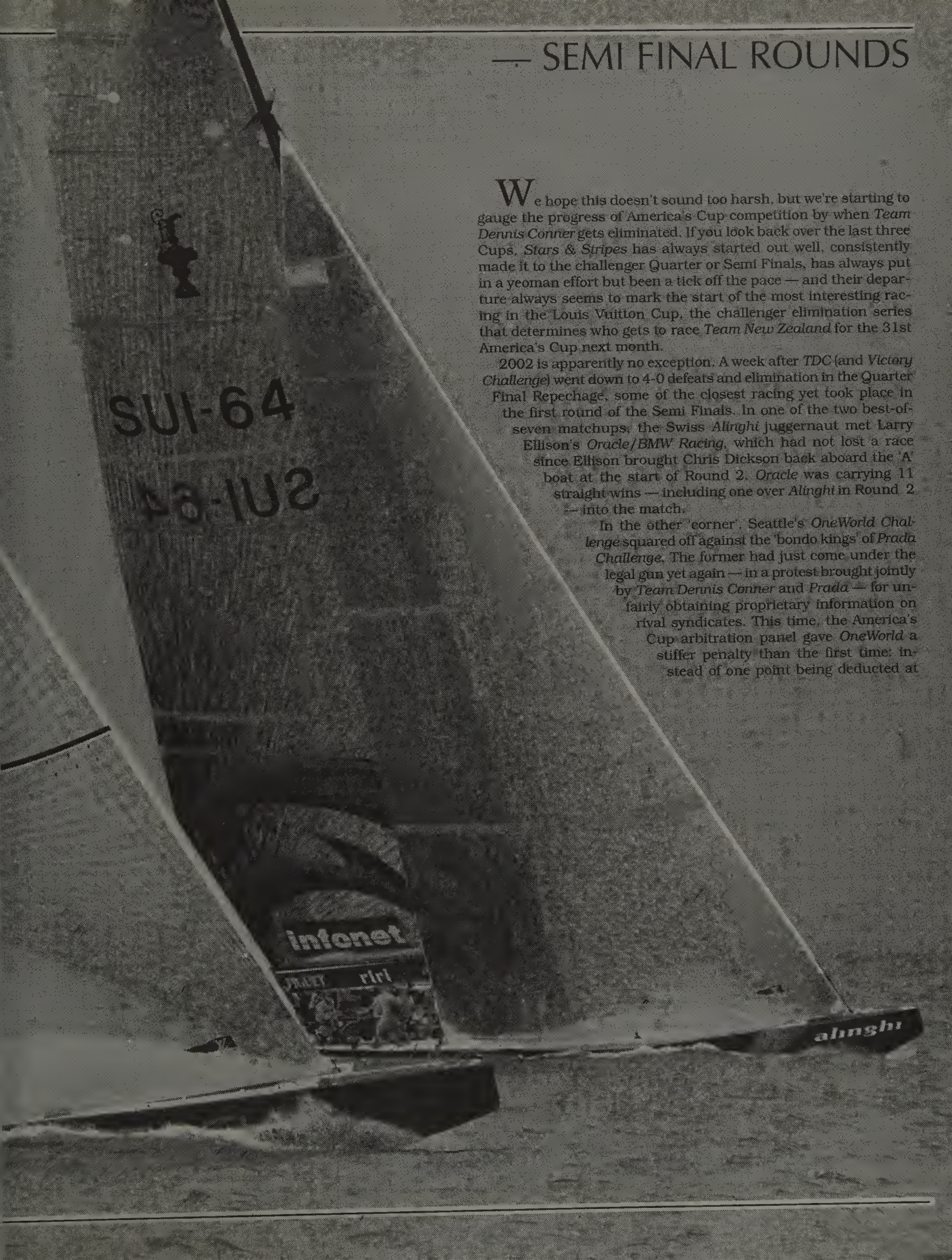
TAGHEUER

— SEMI FINAL ROUNDS

We hope this doesn't sound too harsh, but we're starting to gauge the progress of America's Cup competition by when *Team Dennis Conner* gets eliminated. If you look back over the last three Cups, *Stars & Stripes* has always started out well, consistently made it to the challenger Quarter or Semi Finals, has always put in a yeoman effort but been a tick off the pace — and their departure always seems to mark the start of the most interesting racing in the Louis Vuitton Cup, the challenger elimination series that determines who gets to race *Team New Zealand* for the 31st America's Cup next month.

2002 is apparently no exception. A week after *TDC* (and *Victory Challenge*) went down to 4-0 defeats and elimination in the Quarter Final Repechage, some of the closest racing yet took place in the first round of the Semi Finals. In one of the two best-of-seven matchups, the Swiss *Alinghi* juggernaut met Larry Ellison's *Oracle/BMW Racing*, which had not lost a race since Ellison brought Chris Dickson back aboard the 'A' boat at the start of Round 2. *Oracle* was carrying 11 straight wins — including one over *Alinghi* in Round 2 — into the match.

In the other 'corner', Seattle's *OneWorld Challenge* squared off against the 'bondo kings' of *Prada Challenge*. The former had just come under the legal gun yet again — in a protest brought jointly by *Team Dennis Conner* and *Prada* — for unfairly obtaining proprietary information on rival syndicates. This time, the America's Cup arbitration panel gave *OneWorld* a stiffer penalty than the first time: instead of one point being deducted at



LOUIS VUITTON CUP.

the end of the next round, *OneWorld* was to lose an automatic one point at the beginning of every round to which they advanced from then on.

Prada seemed like they were running wounded in a different way. Since syndicate head Patricio Bertelli fired lead designer Doug Peterson at the beginning of Round 1, the team had reportedly grafted no fewer than four new bows to their two *Luna Rossas*.

In typical Hauraki Gulf fashion, December 9, the scheduled first day of the Semi Final round, was postponed due to too much wind. (The opening days of Round 2, the Quarter Finals and the Quarter Final Repechage were also blown out.) This was the 15th postponement in 42 days of racing — an unacceptable ratio to most Cup watchers, including us. TV execs must have been near suicidal. It also played havoc with race organizers, who on several occasions have run out of reserve days and had to cram two shorter races per day in at the end to complete rounds, which in a way seems worse than just running full races in a bit more breeze.

In limits agreed to by all syndicates, no racing would take place if the wind was blowing over 19 knots or under 7. There is logic behind this — the America's Cup itself will be raced in that wind range, for example — but even logic doesn't hold up to this many delays. And as you'll see, the arrangement came back to bite race organizers and competitors — particularly *Prada* — in one of the most bizarre win-losses in Cup history. More on that later.

Racing finally got underway on December 10. In the 'big dog' bout, long story short, *Oracle*'s winning streak

ALL PHOTOS BOB GRIESER

ended abruptly at the hands of Russell Coutts and the big black-and-red *Alinghi* machine. Even when Dickson replaced helmsman Peter Holmberg (who had driven during the whole 11-race winning streak) with himself — and even though *Oracle* won several starts and in at least one race led every leg except the last — *Alinghi* won every race. Four-zip, point Coutts.

Fortunately for local fans of the Golden Gate YC-based *Oracle*, in the new elimination regimen, *Oracle* was a 'double chance' boat. The loss used up one of those chances; but they'd get a second shot at advancing in the repechage round, where they would meet the winner of the *OneWorld/Prada* duel.

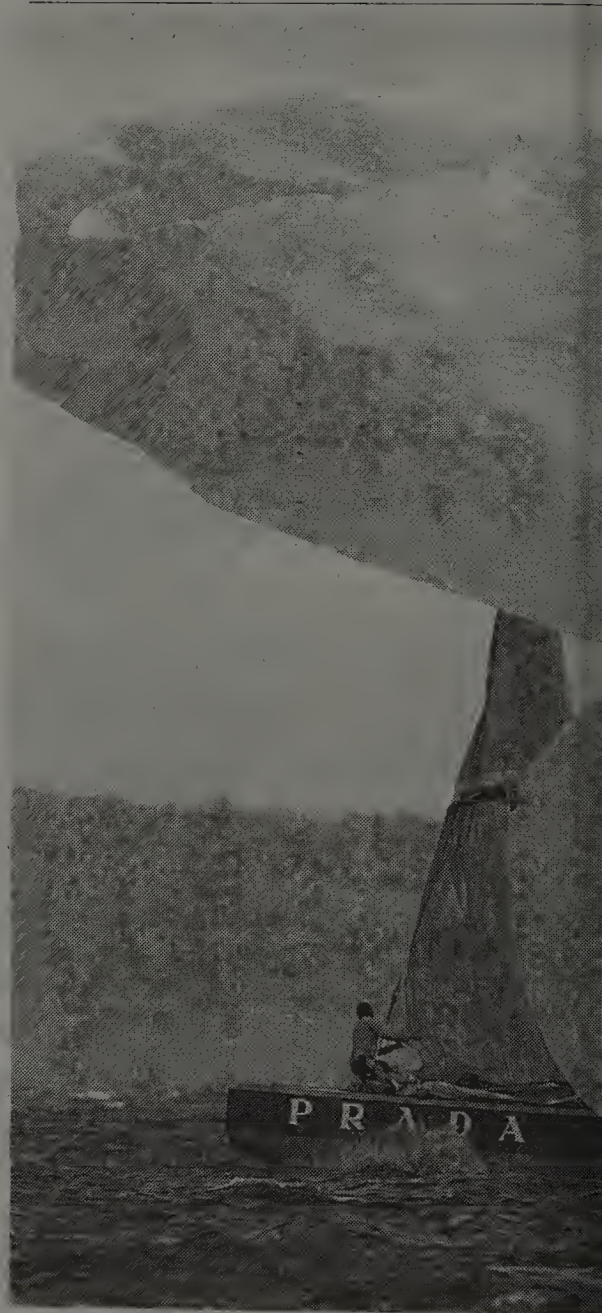
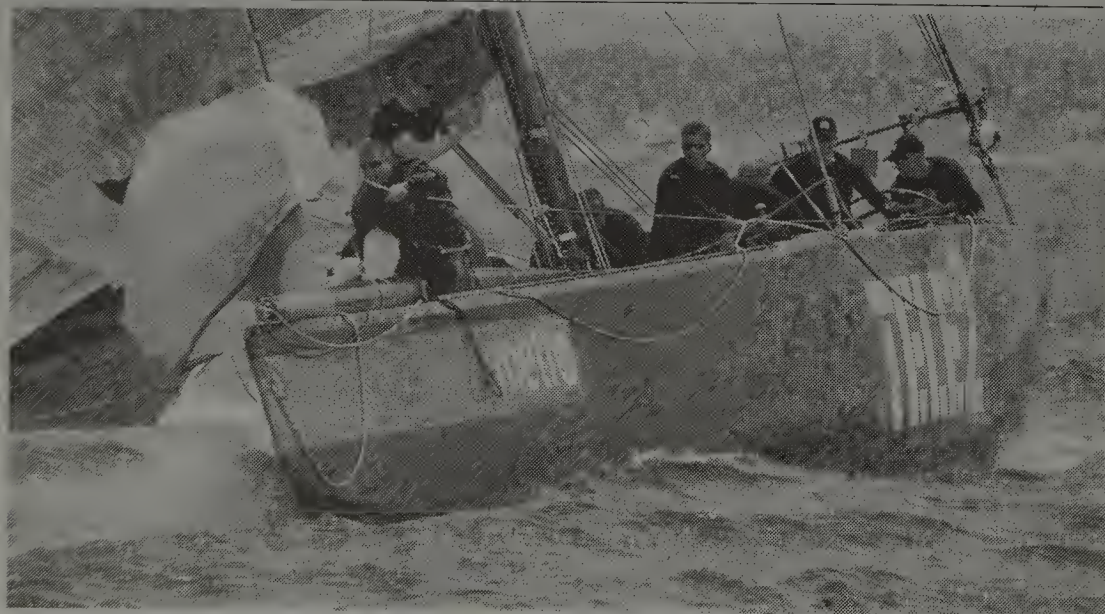
As the 'single chance' group, Seattle's *OneWorld* and Italy's *Prada* were in a blood and bone battle for survival. The loser of this match got no more chances — they went home. All the stops were pulled out on both boats, *Luna Rossa* (ITA 74) got another new bow or two, and the Louis Vuitton Cup's most exciting matchup yet commenced.

OneWorld took the first race by 48 seconds. *Prada* took the second by an equal margin after *OneWorld* failed to cover. In race three, *Prada* won the start and led most of the race — then got passed in the homestretch because they (*Prada*) did not cover. *Oracle* and *Alinghi* both also lost commanding leads in their series for failing to cover. So by race three, this was the hot topic at the post-

Homeward bound — latest casualties of the Louis Vuitton eliminations include Sweden's 'Victory Challenge' (below), Italy's once-mighty 'Prada' (center) and New York YC's great blue hope, 'Team Dennis Conner' (upper right).

race press conference: Why weren't these sailors, who were supposedly at the top of their game, not performing the most basic maneuver in sailboat racing: stay between your opponent and the mark? *OneWorld* tactician Charlie McKee offered this explanation:

"If the boat behind is always choosing to tack and gybe, and the boat ahead is always responding, and the boat behind is filled with a bunch of smart sailors, then the boat behind is going to tend to make gains because they're making



the choices. So as the boat ahead, you are letting your lead erode in order to protect your position. The shifter it gets, the more likely you are to try to make gains because a one or two boatlength

— SEMI FINAL ROUNDS

lead at the top mark is potentially not going to be enough, whereas in a steady wind it more than likely is going to be enough. So there's the theory."

That explanation makes more sense when you throw the Hauraki Gulf into the equation. In addition to wildly varying wind strengths, the Gulf consistently throws windshifts of 20 or 30 degrees — or more — into the mix. A boat can literally go from trailing by several boat-lengths to leading in the blink of an eye. All things considered, the Hauraki Gulf

from one direction. On the Hauraki Gulf, you never know what you're going to get.

Race day four was cancelled due to high winds. So was day five.

Monday, December 16, was the day the Semi Final round was sup-

Alinghi needed only the first short race to dispatch *Oracle*. *OneWorld* won both of their bouts, bringing their Semi Final



total to four wins — but remember that 1-point 'Scarlet Letter' they had to wear going into every round? It meant their official score was only 3 to *Prada*'s 1. The handsome silver and red syndicate that had so dominated the Louis Vuitton Series in the 2000 America's Cup was on the brink; they could not lose another race.

In one of those strange quirks of fate made possible only by the weird alchemy of the venue and the wind-limit rules, they didn't lose another race — but they lost the series anyway.

On Tuesday, the 17th, the Hauraki Gulf slept in. With breeze just below the 7-knot level, *OneWorld* and *Prada* drifted around for six hours. With only minutes to go before the 4 p.m. cutoff for racing, a light but above-7-knot breeze filled in and the starting gun fired.

In the middle of the course, the wind died completely. When it teased in, *Prada* caught it first and simply sailed away, going on to win the matchup by 17 minutes, 46 seconds, the largest margin of the 2002 Louis Vuitton Cup. Unfortunately, there wasn't time for another race. And according to LVC protocol, if neither yacht has won four races at the end of the scheduled and reserve days, the boat with the higher score — in this case, *OneWorld* — is the winner. So *Prada* won big, but they were out.

The Semi Final Repechage Round between *Oracle/BMW Racing* and *OneWorld Challenge* began on December 20, a couple days before this issue was put to bed. By the time you read this issue, you'll know who won that bout and gets to face off against *Alinghi* in the best-of-nine Final Round of the Louis Vuitton Cup that begins on January 11. It seemed probable that it would be *Oracle*,

is by far the most mercurial, capricious and frustrating America's Cup venue in history. In Newport and San Diego, it was light, but dependable. In Fremantle (those were the days!), it blew like stink

posed to be over. But since only three races had been completed, and three days had been lost to weather, the race committee decided to run two races on Monday and, if needed, Tuesday.

LOUIS VUITTON CUP

simply by virtue of the fact that *One-World's* automatic one-point penalty would never survive this rivalry. But in the America's Cup, you can never assume anything. One thing is for certain: the two remaining American syndicates were well matched and it should have been a great, close series to follow.

For daily internet updates, log onto the Louis Vuitton Cup's excellent website at www.lvcup.com, the *New Zealand Herald's* equally excellent site at <http://www.nzherald.co.nz/> (then click 'America's Cup'), or turn the TV to the Outdoor Life Network (check local listings) every evening for that day's video and commentary from Auckland.

If you don't have a TV or computer, or you don't need that much information — or you simply aren't that interested in the America's Cup — you can just tune in here next month as we review the highlights of the preceding month and attempt to put it all in some kind of perspective.

We leave you this month with a

few quick observations and opinions from the reporter's notebook.

Dennis Conner called the 2000 America's Cup "the year of the mast." He was referring to *Team New Zealand's* breakthrough millennium rig. Now that everyone has a version of the rig (and the double-knuckle bow), this Cup might well be remembered as the 'year of the appendages.' At presstime, the rumor was going around that those supersecret shrouds worn by the Kiwi boats — which stay on even through the tow out to their remote practice site — may 'hide a 'false skin' suspended on struts beneath the back of the boat. Coutts says *Alinghi* is also playing with the concept, and *Oracle* might be, too. (See more on this and other possible secret weapons in *Sightings*.)

— So far, with one exception, the British oddsmakers have been spot-on in their pre-LVC predictions. (The exception was *Prada*, whose 7-1 odds put them in second behind *Alinghi*.) To say it another way, chronological attrition in the fleet has perfectly paralleled the bookies' predictions. In order from first to most recent, the list reads like this: *Mascalzone*

Latino (126-1), *Le Defi Areva* (101-1), *GBR Challenge* (51-1), *Victory Challenge* (51-1), *Team Dennis Conner* (12-1) and *Prada Challenge* (7-1). Interestingly, this hierarchy also exactly parallels the declared budgets of the syndicates from smallest to largest. In the America's Cup game, size does make a difference.

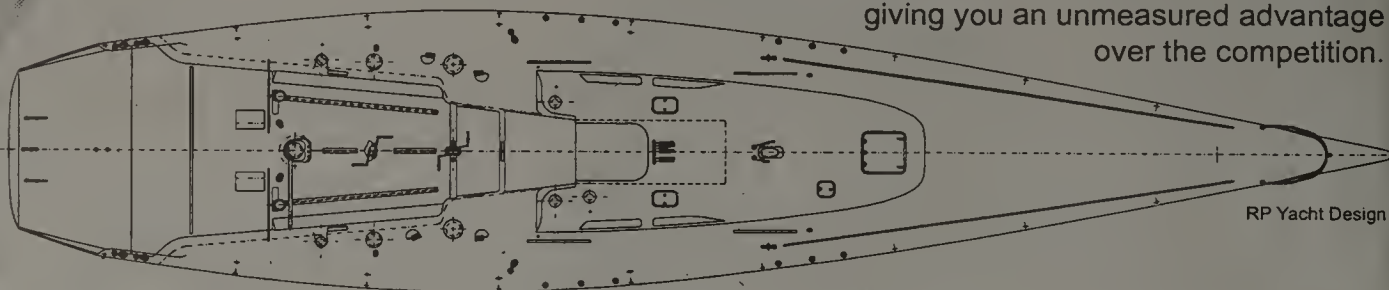
Oh, by the way, those bookies also gave *Team New Zealand* 3-5 odds of keeping the Cup.

— We're surprised at the level of criticism directed at the Outdoor Life Network in various online forums for less than perfect coverage of the Louis Vuitton series. Yes, there's room for improvement, but if you'll recall, there was no daily TV coverage in this country of the last Louis Vuitton Series except at the very end. Our personal take: OLN has upped the bar on race coverage and ESPN (which has TV rights for actual Cup races starting February 15) will have to play catch-up to do as well. We particularly like the balance of commentary between Dawn Riley, Peter Isler and Peter Montgomery, sailing's answer to John Madden. See you next month!

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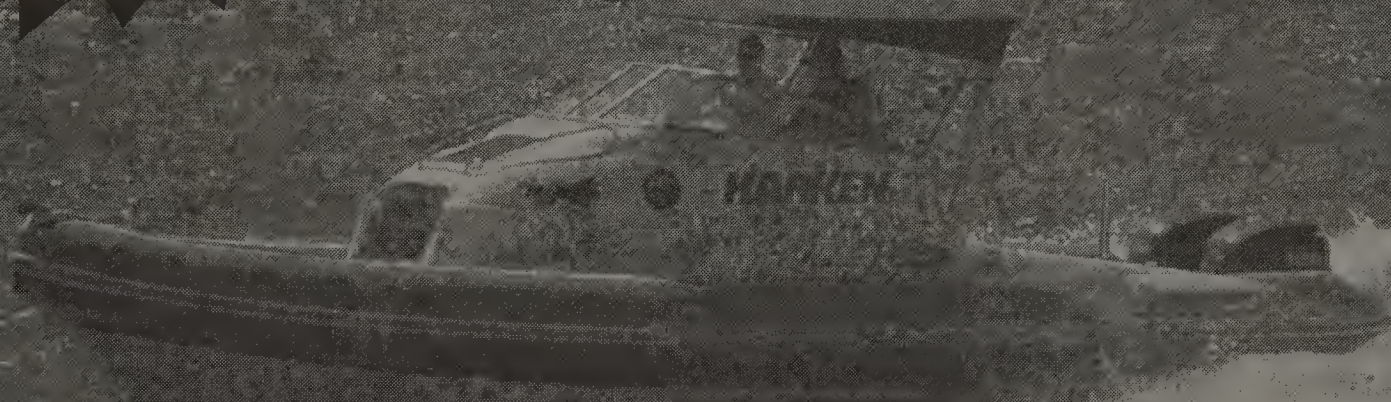
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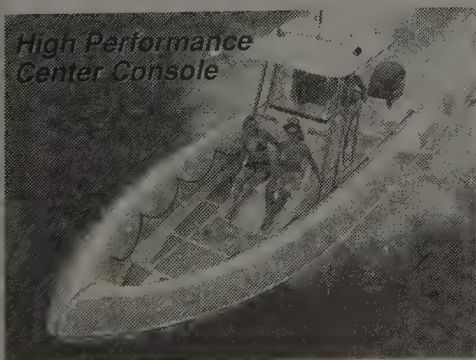
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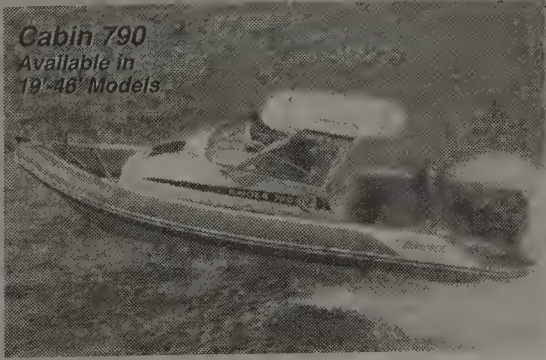
Peter Harken 'at the helm' in Auckland.

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MINI CRUISE IN A MINI YACHT

As reported in the *Sightings* section of the September, 2002, *Latitude 38*, I sailed my West Wight Potter 19 *Chubby* from Berkeley to Hilo in late July and early August. After the voyage, I had flown home, leaving *Chubby* lying securely to two anchors and two stern ties at Radio Bay, the small boat harbor tucked into the corner of the commercial harbor in Hilo Bay. It was time to figure out what to do next.

Since I intended to have the boat shipped back home eventually, I decided to investigate that option first. I had a very reasonable offer from a local (Hawaiian) trucking company to pick *Chubby* out of the water with a

truck-mounted crane and set her on a Matson flat rack. Even when fully loaded, the boat barely grosses 2,000 lbs, so the whole haulout, blocking and tie-down job to prepare the boat for shipping was quoted at \$165. The shipping fee for Matson to deliver the flat rack to Oakland was \$3,065.

I then had to decide whether to ship the boat right away or, as I had semi-planned, keep *Chubby* in Radio Bay for the duration of my job here on the Big Island, which was expected to last from four to six months. However, the \$250 per month dock fee at Radio Bay plus my slip fee back at the Berkeley Marina gave me a pretty hefty overhead of \$350 a month. That expense, plus the lack of compelling day-sailing destinations accessible out of Hilo Bay didn't make a long stay at Hilo very appealing.

Another option was to cruise the Islands, then ship *Chubby* back to Oakland from Honolulu. Due to delays in the start of my work assignment, I found myself with two weeks of spare time at the end of September. So on September 25, I flew to Hilo from our home in Oakland, rented a car, and spent the afternoon and most of the next day provisioning *Chubby* for a 10-day cruise. A couple

of phone calls to Honolulu were all it took to arrange to have the boat loaded onto a flat rack and delivered to Matson. Once

back in the Bay, she'd be trucked from the Port of Oakland to the Berkeley Marine Center. Terry Tucker, the yard manager at Berkeley Marine Center, agreed to take delivery of *Chubby* and put her back in the water since I wouldn't be there when she was scheduled to arrive.

I had originally hoped to arrange a 30-day cruise through the Hawaiian Islands. So from the outset, I had to sacrifice many

interesting destinations — such as sailing south to see the fresh lava pouring into the ocean from the recently intensified eruption along the Lower East Rift Zone of the Big Island. This detour around South Point would have doubled the distance I needed to cover to Honolulu. Since I knew I would have the opportunity to visit the active flows on foot over the next few months, I opted to sail directly to Maui the first night and make a more leisurely trip with fewer stops.

Chubby and I departed Radio Bay at 1700 on Thursday, September 26, motoring NW along the Hamakua Coast in flat calm. I actually cast off the docklines at about 1630, but it took a good half hour to scrub off the mud, algae and

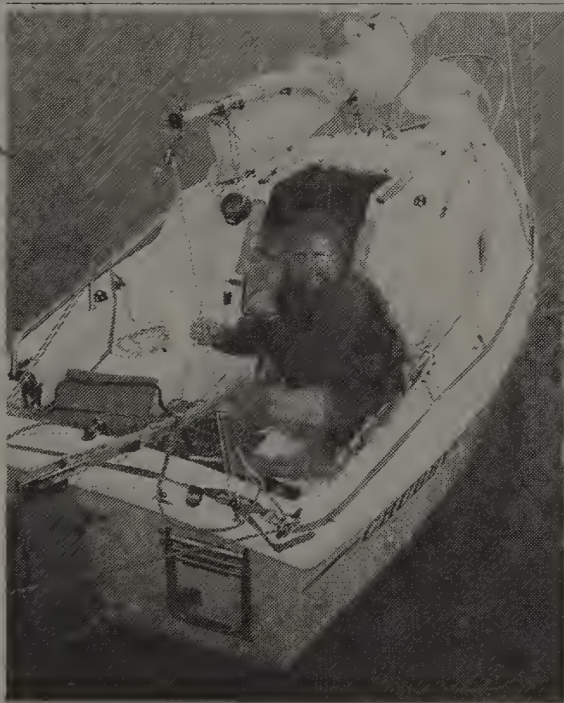
some surprisingly large barnacles that had accumulated on the two anchor rode and chains during the boat's 40-day layover.

After the stifling, windless heat of Hilo Harbor, it was a great relief to be underway, even if we had to motor. We were

making good time at 5 knots on half throttle, with the help of the usual north-setting current sweeping up the coast. The late afternoon departure was timed to bring us to the Alenuihaha Channel after midnight so that we could cross the channel when winds and waves were calmest. Prior to reaching Upolu Point, the northernmost point on the Big Island, we were able to get a couple of hours of sailing on a 10-knot land breeze

sliding off the slopes of Mauna Loa.

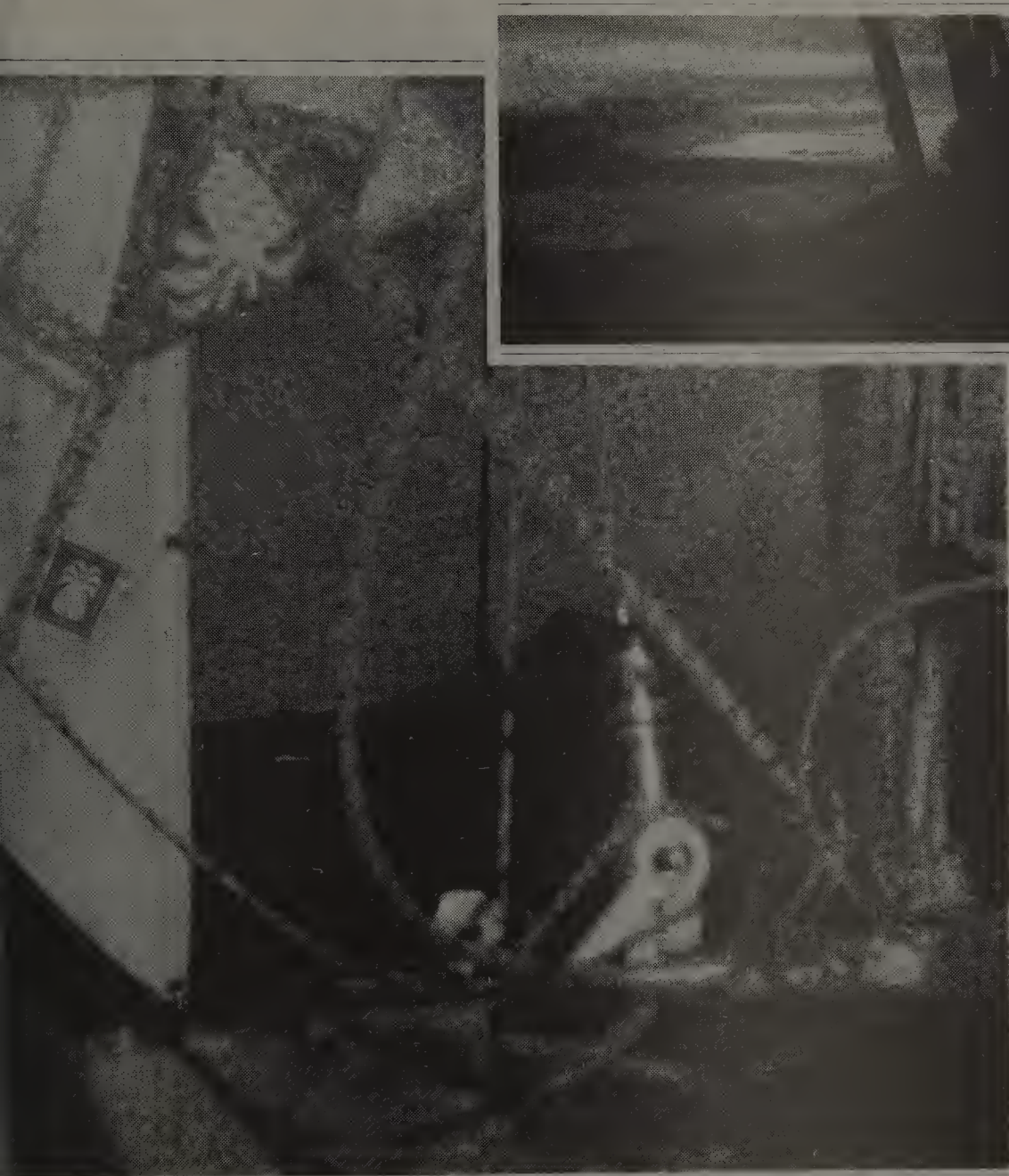
After provisioning and packing *Chubby* all day, staying awake all night proved to be the usual unpleasant chore. The cruise ship and barge traffic along the coast required keeping the catnaps to no more than 10 minutes. At one point



The author aboard 'Chubby' in Radio Bay, Hilo.

I reached into my pocket for the \$20 bill. Not there.

— CHUBBY'S HAWAIIAN ADVENTURE



Above, approaching Diamond Head at dawn on the last morning. Inset, Sunset at Keiki Beach north of Lahaina.

around midnight, we found ourselves sandwiched between a southbound tug and barge inshore, and a northbound tug and barge offshore. Luckily, we were all on parallel courses so no maneuvering was required. Shortly thereafter, a school of porpoise came by under the nearly full moon to play around the bow. This provided a little diversion from the ongoing battle with sleep.

We cleared Upolu Point as dawn approached and finally began to pick up the first hint of the Trades. They built quickly to a pleasant 12 knots and we took off on a broad reach bound for La Perouse Bay. It was a lovely morning for sailing, with blue skies, puffy cumulus clouds and the occasional whitecap on a mellow 4-foot sea. As the day wore on, the breeze stiffened and approached 20 knots, so down went the big jib, up went

the No. 2 and in went a reef in the main.

With Haleakala looming above and the surfline becoming clearly visible along Maui's SE coast, my fatigued level began to weigh heavily. I had gone nearly 36 hours without a good stretch of sleep, so all my thoughts focused on La Perouse Bay, and anchoring for a night of rest. It was not to be. The trades continued to build and by 1600 were blowing 25 steady and gusting higher.

As we nosed into La Perouse Bay, I was disappointed to find that the breeze had swung from E to SE and was battering the anchorage. There was no shelter even close up under the cliffs in the NE corner of the bay. Very reluctantly — and desperate for sleep at this point — I decided to keep going up the coast in hopes of finding some shelter.

Thankfully, we didn't have far to go. As we surfed into Puu Olai at the south end of Makeena Bay, and as we turned the corner of the protected harbor, the

wind shut off. We eased along its north side to about 300 yards off the rocks and dropped anchor in 20 feet of water on a sandy patch between basalt boulders. We had made 100 nautical miles in 24 hours out of Hilo. I went over the side with mask and snorkel to watch the anchor and chain for a few minutes as *Chubby* bobbed in the

chop curling around the point. The Delta anchor, twice the size needed for the boat, was holding well, so I climbed back aboard, noted a couple of anchor ranges on shore, took a GPS fix, ate some peanut butter and crackers as the sun set and — finally — collapsed in the bunk.

Aside from a few anchor checks during the night and a few minutes of star gazing, I had a lovely deep sleep and awoke at dawn to the unfolding panorama of beaches, canyons, and the towering hulk of Haleakala. After breakfast, I inflated the kayak which serves as *Chubby's* tender and paddled south around the point to the beautiful stretch of white sand known locally as Big Beach.

After landing through the 3-foot surf, I took a walk south along the coastal road. A mile or so later, I came across a roadside barbeque stand featuring chicken and ribs. The smell of the sizzling meat renewed my appetite and I reached into the pocket of my swimming shorts to find the ziplock bag with the \$20 bill in it. Not there. Uh, not there either. Not in any of my shirt pockets either. In fact, nowhere to be found. It must have floated out while I was swimming the kayak into the shorebreak. Oh, well, I hoped that some *keiki* had found the baggy and put its contents to good use. Mouth still watering and running out of daylight, I paddled back to *Chubby* and opened up yet another can for dinner.

No voyage, no matter how abbreviated, is complete without a crisis. Mine came the next morning when I found the anchor rode had done a figure eight around some rocks and was wedged solidly under the overhanging boulders. Not wanting to lose my Delta anchor with eight days to go, I had no alternative but to dive down and free it.

In younger days this would be a routine free dive for me, but — here's the crisis part — over the years, I had lost my ability to equalize my inner ears, which limited my diving to a few feet below the surface.

The 20-foot depth to the rock outcrops

MINI CRUISE IN A MINI YACHT

looked daunting, but I started down the anchor rode hand over hand, holding my nose near the bottom and blowing into it to try and clear my ears. The left popped but the right one was screaming *no mas!* With five feet to go, I ignored the pleas and made it down to the boulders. One loop came off easily and I fled back to the surface to rest my poor eardrum and take in the slack. Two more dives freed up the rest of the rode and I shortened the scope in an effort to prevent a repeat performance. Crisis over.

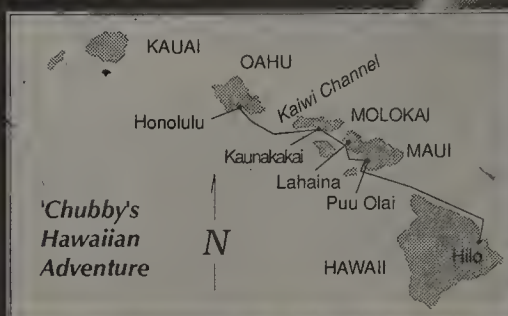
The boat did fine on her shorter leash, so I took off in the kayak for more exploring. I paddled north along the string of beaches of Makena Bay, landed on the beach at the magnificent Maui Prince Hotel and walked north along the coast road.

I soon came to Keawalai Church, which was founded in 1832. The cemetery on the immaculately-kept grounds had numerous headstones dating from the mid-and latter-19th Century. Also in the churchyard was a handcrafted outrigger canoe carved of local hardwood, exquisitely mortised and polished.

As I continued along the road in the early afternoon heat, my thoughts naturally turned to ice cream. When I tried hitching a ride north, the coastal shuttle bus driver picked me up, even though I wasn't at one of the regular stops, and deposited me at a very *chi chi* mall called The Shops at Wailea. The shuttle driver's attitude epitomized the helpful, friendly, *aloha* spirit that I encountered at every stop of my island sojourn, starting from the harbormaster in Hilo and ending with the boatyard manager and shipping expediter in Honolulu.

At Wailea, I scored a tasty hamburger and some Lappert's ice cream — having remembered to zip the pocket of my bathing suit that morning when landing in the surf. I caught the last shuttle back to the Maui Prince, launched back through the surf and paddled back to *Chubby* just as the sun was setting. She hadn't budged an inch on her short scope during the windy afternoon.

At 0400 the next morning, we weighed anchor for Lahaina. The early departure was necessary so we could cross the sometimes boisterous Maalaea Bay before the winds picked up. First light put us opposite the south shore of West Maui and the daily procession of heavy commuter traffic. At 0530, Highway 30 leading from Kahului to Lahaina was absolutely loaded with workers making their way to man the service sector



at the mighty resorts and endless restaurants and shops of Lahaina, Kaanapali, Kapalua, et al.

By 0730, we pulled into the harbor entrance at Lahaina, only to find it, too, was heavily congested with tour and charter boat traffic leaving for their morning runs. With no room to squeeze even *Chubby* in, we did a quick one-eighty and returned to the Lahaina Roadstead, where a cellphone call to the Harbor Master secured us a side tie inside the harbor. Once there, *Chubby* attracted a bit of interest among the visitors and the agents manning the tour boat booths along the waterfront. Word quickly got around that we had sailed out of Berkeley so I was obliged to tell our tale a couple or three times before I could break away to go into town.

Above, fisheye view of 'Chubby' moored at Molokini. Inset, Lamaloa Head and Halawa Bay at the eastern tip of Molokai.

Lahaina is a delightful stopover, and a tribute to what merchants and city administrations can do when there's a strong communal reverence for history. Sure, the town has been gentrified into a purely tourist mecca, but the architecture and atmosphere of the place have been meticulously preserved. Historical photos of Lahaina's main street show essentially no change since the turn of the century — the last one, not this one. By chance, I had stumbled into town during the quietest season of the year so the place was relatively uncrowded and

— CHUBBY'S HAWAIIAN ADVENTURE



where I had been anchored the night before. Oops! — turns out I forgot to

visit Molokini, now 17 miles southeast of Lahaina. After chatting with a couple of the booking agents touting Molokini as a fabulous dive spot, I felt a bit chagrined that I hadn't visited when I was anchored only 45 minutes away. Oh well, flexibility is the essence of good cruising, right? I wanted to get in some good snorkeling, so I decided to sail back to Molokini.

The decision was sealed that night as I tried in vain to sleep. Turns out that in order to not miss a day's charter, the crews of the various commercial boats in the harbor work all night performing various heavy maintenance tasks. Powerful worklights, squealing power tools and stifling heat add to the surreal effect. It took until 0400 to realize sleep was futile. So I departed for Molokini. Once clear of the noisy harbor, I had a pleasant sail with a spectacular sunrise backlighting the turbulent clouds pouring over the crest of the West Maui Mountains.

We arrived at Molokini at about 0830 and found about a dozen tour boats already there. I picked up a mooring and went over the side with mask and fins. After about 45 minutes I decided that the snorkeling, while pleasant, interesting, and in quite clear water, did not approach quite the level of hype I had swallowed back in Lahaina.

The original plan was to snorkel all day, spend the night, then leave for Molokai at the crack of dawn the next day. The half moon enclosure of Molo-

called the harbormaster at Kaunakakai on the cellphone and told him I would arrive in the evening. He graciously gave me permission to tie up at the passenger loading dock for the night.

Chubby seemed happy to be out in the pleasant breeze, blue skies and warm seas, with 40 miles to go to a new port of call. We backtracked to Lahaina and reached the Pailolo Channel just when you're not supposed to, 1400 hours. But the boat revelled in the 20-knot breeze and 5-ft following seas.

As we neared the west side of the channel and east Molokai coast, I heard a loud pop, the kind of unpleasant sound you hate to hear in a seaway. The goose-neck on the boom had snapped off where it is welded to the slide. Luckily, the tough Pineapple mainsail didn't rip. I immediately let go of the main halyard and got the main down and loosely furled.

Another crisis, you may be thinking. Not so. I had a complete spare goose-neck on board because this was not the first time this fitting had self destructed. I'd snapped one and cracked another while sailing in San Francisco Bay, hence the spares. We were still making 4 knots under jib alone and it only took about 10 minutes to pull the retainer pin and replace the slide. Soon we were underway again at full speed with 25 knots of wind and two reefs in the main, racing the sun to Kaunakakai. The sun won, dipping below the horizon shortly before we slid into Kalohi Channel and started running parallel to the southern coast of the island. Oddly enough, Cape Hālawā and the intervening coast caused the waves to diminish significantly in size even as the wind picked up. *Chubby* loved this, pushing 7 knots with her hull hissing as she tried to get up and surf on the shorter, slower waves.

Fortunately, the well-marked harbor entrance and the very bright range lights made entering the reef-lined harbor an easy task as darkness set in. As instructed, we side-tied to the loading dock

the mood was tranquil. I checked into the Pioneer Hotel without a reservation. The Pioneer is the oldest hotel on Maui and, being across the street from the harbor, allowed me to check on *Chubby* from the upstairs balcony.

My next stop was the Lahaina Yacht Club on Front Street in the heart of historical old town. The club secretary gave me a warm welcome and a complimentary one-week membership. I made the club's congenial open-air bar and restaurant my hangout for the next two days in between walks to visit the various historical sights.

As I wandered around town, I noticed that most of the tourist kiosks were heavily promoting the snorkel tours to Molokini, the small remnant of a cinder cone 2.5 miles off the Makeena coast

kini, however, proved to be a roily harbor due to the northeasterly blowing through the isthmus of Maui and directly into the bay. After my snorkeling session, I decided to cut and run for Kaunakakai on the south coast of Molokai. NOAA Weather was promising mild trades of 10-20 kts in the afternoon, building to 25 the next day. That sealed the plan. I

which was lined with tires. The lively breeze continued, pinning *Chubby* to the tires. Despite my best efforts at placing all her fenders, the boat still ended up with an ugly set of skid marks to document our stay at Kaunakakai.

I walked to town about 8 p.m., only to find the place was in the process of rolling up the sidewalks. But the mar-

No voyage is complete without a crisis...

MINI CRUISE IN A MINI YACHT

ket was still open, so I went inside and inquired about a car rental and hotel. The hotel was about a mile and half out of town which was too far for me to walk after 16 hours on the water and only a couple of hours sleep the night before in

ALL PHOTOS BILL TEFLOW

After dark, I drove back down to

I sat on the lanai, eating a lovely dinner and dozing off between forkfuls.

frenetic Lahaina. The hotel doesn't pick up the phone after 1800, so I needed a car.

The lady at the store called Steve, owner of the local (and only) car rental agency. He works out of his house at the edge of town. In five minutes, Steve was down at the store to pick me up. Steve is an ex-charter boat captain and commercial fisherman, so he took quite an interest in *Chubby's* voyage from Berkeley to Hilo. He told me the sad story of the loss of his beloved *Bertram 37* charter boat: An inexperienced crewman drove it up on the rocks coming back one moonless night from Honolulu. That was seven years ago. Steve has been itching to get back on the water ever since.

I filled out the usual paperwork, got pointed in the right direction and drove off to Hotel Molokai, one of only two hotels on the island. The Sheraton Maunaloa was the other, but at \$300 per night, it was out of my range. I drove east along the coast road to Hotel Molokai and found the hotel bar as instructed. The bartender, who also serves as the night clerk, checked me in. I sat on the lanai at the edge of the lagoon, eating a lovely dinner and dozing off between forkfuls.

I spent the next two days touring Molokai, from the far east end to the far west. The island is blessed with magnificent vistas and tranquil white sand beaches. In the evening I was fortunate to be in town during the finale of Molokai's Aloha Week. The evening program consisted of a variety of traditional Hawaiian music groups and hula dancers, 'accompanied' the whole time by an ad hoc group of *keikis* doing the hula at the foot of the stage. The crowd and the performers were all locals, and I felt privileged to partake of the warm and friendly atmosphere.

I finished my tour on the second day at sunset on the deck of the Sheraton Maunaloa, watching the rain squalls march down the Kaiwi Channel. I was a little concerned because I had planned to cross the channel that night and arrive in Honolulu the following morning.

the harbor, got *Chubby* ready for departure and then returned the car to Steve. He dropped me back at the boat and I settled in to wait for the breeze to die down a little. I didn't want to negotiate the narrow entrance channel with such a strong crosswind. About 2200, we motored out, regretful to leave such a lovely, tranquil place populated by such kind and friendly people.

After a couple of hours of motoring with no wind but a big following chop remaining from the afternoon blow, *Chubby* started to loose speed. As I opened her up to full throttle she dropped from her normal 5 kts to 4, then 3 and then a worrisome 2.5 kts. At first I thought we picked up some line or net on the keel but in the pitch dark I could not see anything trailing in the water. A check of the outboard prop showed nothing amiss. I had to assume then that we were in a strong eddy that was induced as the strong tradewind current in the Kaiwi Channel wrapped eastward around the western tip of Molokai. I began to get a little worried because the fuel burn rate at full throttle was excessive and we were making little progress.

After about an hour of fretting though, we finally cleared Laau Point, the far western extremity of the island, and immediately picked up the normal trades. The sails went up, the engine was pulled and off we went on a grand sleigh ride.

Keeping the loom of Honolulu on the port bow, we made for Koko Head so our landfall would be well upwind and upcurrent. Aside from some tug traffic we had a tranquil passage, especially in the pitch dark which hid the 8-ft breaking seas that were bearing down on us every few seconds. As the first light of dawn revealed the steep, closely spaced seas, I was thankful for the blissful ignorance of the previous six hours.

As we approached Oahu, we began to swing SW toward Diamond Head with Honolulu sparkling white in the early morning sun behind its dark slopes. The trades dropped off dramatically as we passed Diamond Head and by the time

we reached the Keehi Channel, we had to start motoring. We motored in to the Keehi Marina fuel dock, arriving at about 0900 on Saturday. One of the dockhands took me to look for the slip the Harbor Master had arranged for me the previous day by phone. The problem was that all the slip numbers have long since weathered away, but we finally found B21 which turned out to be just opposite the harbormaster's residence. The harbormaster came out and gave me his spare card key for the dock, since the office was closed for the weekend. As I pulled into my assigned slip, I noticed that *Chubby's* next door neighbor, a 20-ft pocket cruiser of circa 1962 vintage, was named *Tubby*. Knowing *Chubby* was in good company, I left her tied in the slip and caught a taxi to the airport, rented a car and headed for Lappert's in Waikiki.

Most of Sunday was spent cleaning up *Chubby* and getting her ready for shipment back to Oakland. However, the stifling afternoon heat in the harbor and the roar of the jets taking off from Honolulu International finally got to me and I had to make another dash to Lappert's. On the way, back I passed the concert hall and noticed that violinist Nadja Salerno-Sonnenberg was playing with the Honolulu Symphony. There was a parking place across the street opposite the concert hall so I couldn't resist. It would be a pleasant way to cool off and wait for the sun to set before returning to the marina. She was fabulous.

Back at the marina, I moved *Chubby* around to the boatyard haulout dock, dropped her mast onto the shipping crutch, stowed the rudder, boom and motor in the cabin, and lashed everything down. She was ready for her return journey to Berkeley.

On Monday morning, I made the rounds of the Keehi boatyard manager, the shipping expeditor and the bank. The shipper needed a cashier's check for the full amount of the shipping charge — \$3,200 — which necessitated the trip to the bank. All the shipping arrangements took about an hour and a half since the boatyard, shipper and bank are all within two blocks of one another. By 1 p.m., I was on a plane to the Mainland. *Chubby* was loaded on a flat rack on Tuesday. Despite the West Coast shippers lockout — and thanks to Hawaii's exemption, President Bush and Taft-Hartley — the

— CHUBBY'S HAWAIIAN ADVENTURE

boat was shipped out with no delay.

Chubby made a big splash upon her arrival back at her home base in the Berkeley Marina. Unfortunately, I mean that literally and not figuratively. The fine folks at Berkeley Marine Center agreed to take delivery of *Chubby* and put her back in the water. However, because of the tight fit of the boat in the flat rack, it took some improvising with their travel lift to extricate her. The improvisation broke down, however, as *Chubby* was being lowered into the water. She ended up free falling about four feet and hence the big splash.

I arrived the next day, having missed all the excitement, to move *Chubby* from the Marine Center's dock into her berth. Once back at the slip, the damage from the fall started to become evident as I reassembled her. The retaining bolts that support the retractable keel in the retracted position were badly bent. These were 3/8-inch stainless bolts that the keel rides on when the boat is being



Bill walks the lava flow just south of Puu Olai, near Maui's Big Beach.

trailed. There were cracks around the base of the keel trunk which could indicate a serious compromise to her structural integrity. I also found that the two 12-volt house batteries had been torn from their tiedowns and were upended in their trays. These batteries had previously never budged after 400 miles of trailering, 3 years of sailing in the Slot and 2,200 miles of open ocean voyaging. This was all evidence of a serious impact.

When I notified Terry Tucker, the Marine Center yard manager, he immediately came over to survey the damage.

Since Terry had not actually seen the splashdown, he was not aware of how dramatic it may have been. After talking with his crew he confirmed that the impact was significant. He immediately insisted on pulling *Chubby* back out of the water to fully inspect her. After the inspection and discussion with the owner of the Marine Center, Cree Partridge, he offered to repair the visible damage and any possible hidden damage by heavily reinforcing the keel trunk — at no charge.

I want to express my appreciation to Terry and Cree for their highly professional, honest and forthright approach to the whole affair. Even the most skilled workers can have a mishap once in while, but the real professionals are defined by how they handle these accidents. Terry and Cree went way beyond the call of duty to fix the actual and any possible damage that occurred from the belly flop. *Chubby* will be back on the Bay, better than new, very shortly.

— bill teplow

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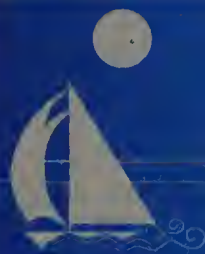


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GGYC MIDWINTERS

The Bay was pretty still on Saturday, December 7, for the second race of Golden Gate YC's five-race, one-throwout 32nd Manuel V. Fagundes Invitational Midwinter Regatta. The day was warm and hazy, and a light northeasterly barely rippled the water. It was perfect waterskiing or kayaking weather — the Bay was flat as a pancake. Flat as a pool table. Flat as the state of Kansas. Flat as . . . well, you get the idea.

At the appointed 11:30 a.m. starting time, there was just barely enough breeze to send the 73-boat fleet on its way. Given the flood current, the race committee — with input from volunteer Matt Jones — chose the only course that would have worked — upwind to Blossom Rock, downwind to Fort Mason, back to Blossom, and finish. There were epic jam-ups at both turning marks and, as the wind faltered, the building ebb was the only reason that most of the fleet managed to finish. Surprisingly, only 17 boats DNFed in the slow going.

Though the varsity course was only 6.5 miles long, it took seemingly forever to finish — the fastest elapsed time belonged to the Barton family's Andrews 56 *Chipango*, which crossed the line after 2 hours, 28 minutes. The junior varsity course, sailed by the last five classes, was only 3.9 miles (no second time to Blossom), but still took everyone over two hours to complete.

A relatively new boat, Mike DeVries Synergy 1000 *Summer Moon*, took Fleet I honors by four minutes after shadowing the much larger *Chipango* around the course. Armed with new Santa Cruz sails and a talented crew (Tony Pohl, Dave Hodges, Ken Moore, Paul Rosenthal and Morgan Geiger), the lightweight red rocket was able to keep moving while other boats got sticky. "I got tired of seeing red all day!" claimed *Chipango* guest tactician Scott Easom.

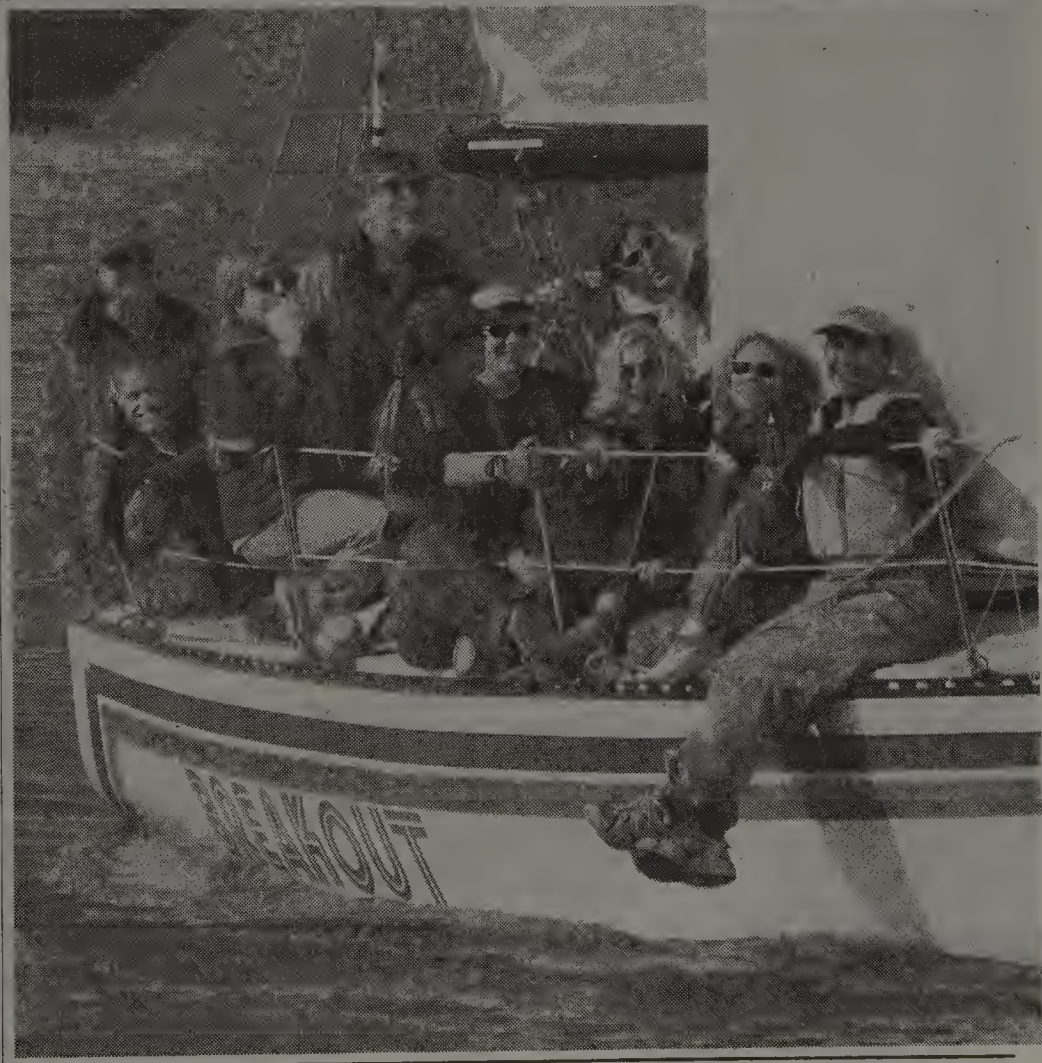
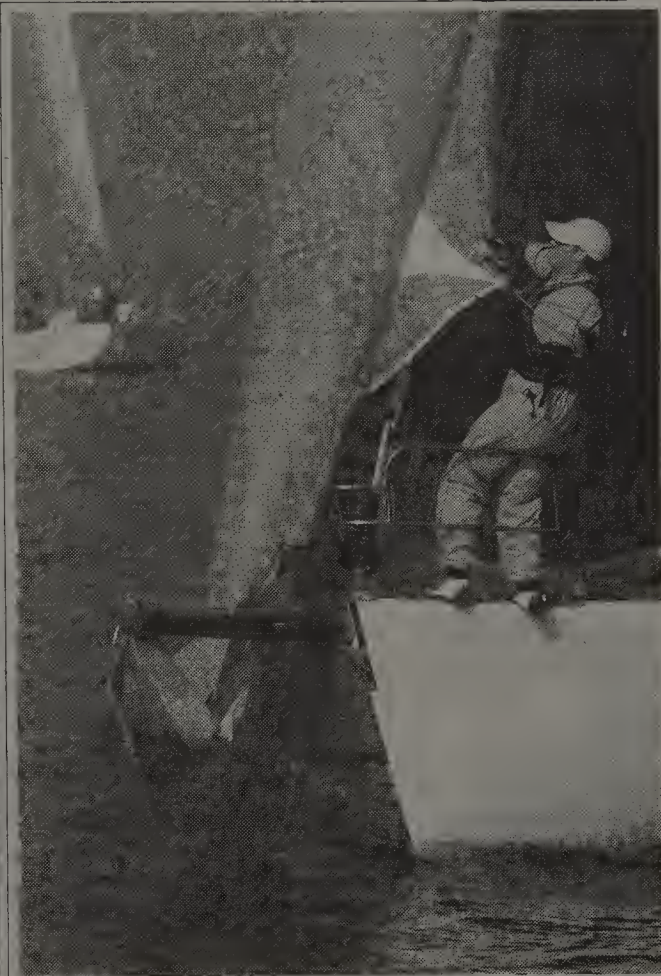
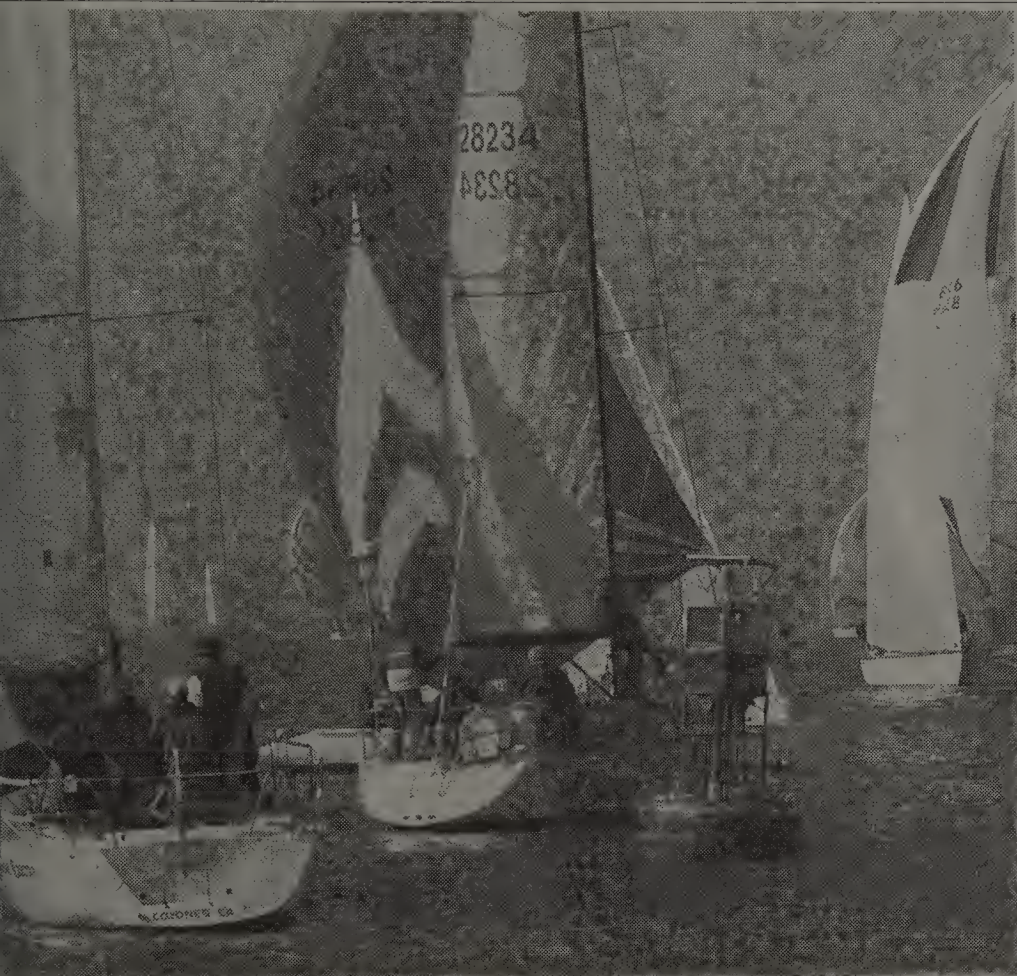
"The race was sort of boring, but still fun," said Moore. "We just kept the boat speed up and watched our VMG downwind, making up a little here and a little there. There were no secrets — basically, we just kept the boat rolling."

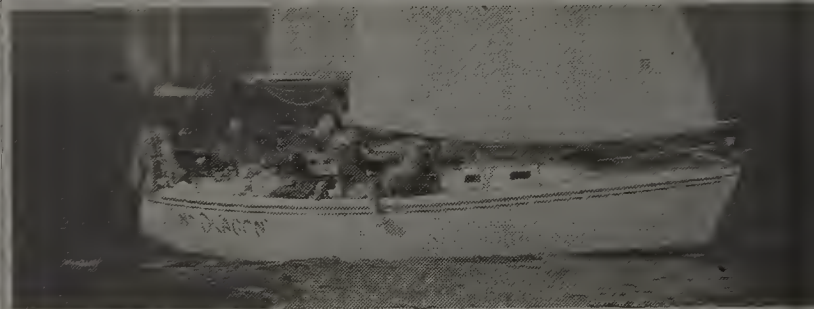
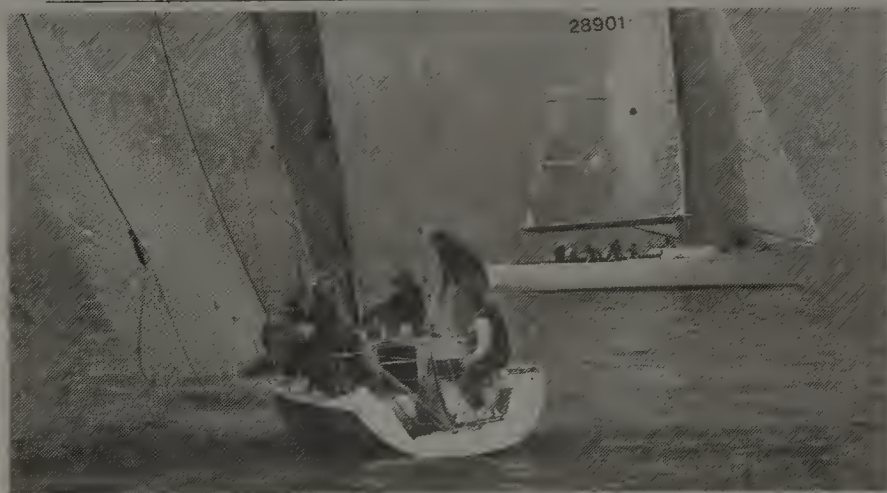
Other boats which "kept rolling" included Eden Kim's J/105 *Whisper*, Steve Wonner's WylieCat 30 *Uno*, and Bill and

Clockwise from upper left — The fleet restarts at Blossom Rock; white knuckle foredeck action; a full house on 'Breakout'; the beauty of 'Yucca'; another entertaining restart at Fort Mason; spray flies off 'Fast Forward's bow (okay, they just hit a ferry boat wave).

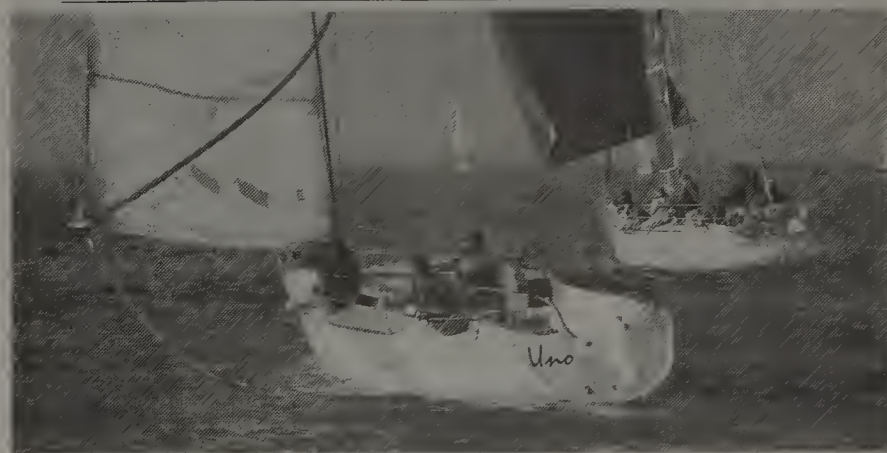


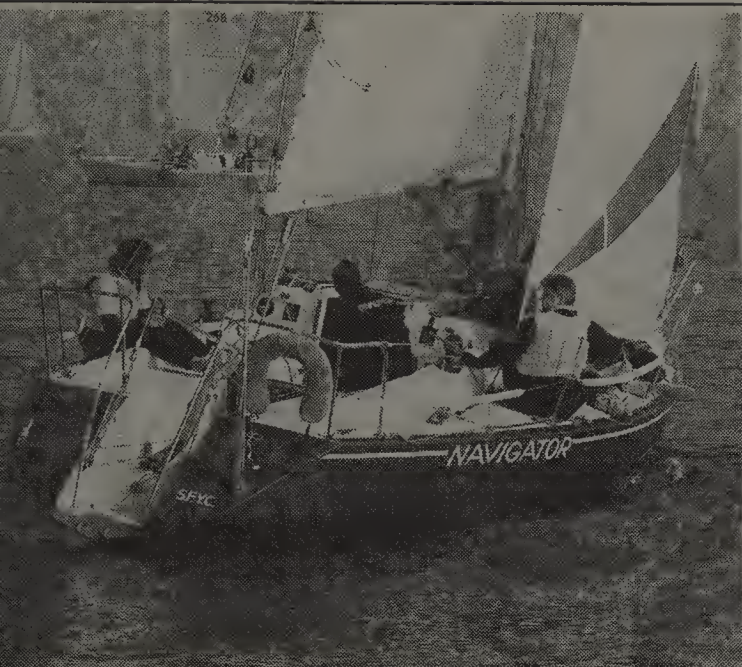
— ON GOLDEN POND





GGYC Midwinters 'action', cont'd — One of several 'raftups' at Fort Mason; 'Wind Dragon' was second in the Catalina 34s; overlapped and stalled out at Blossom Rock; the WylieCat 30 'Uno' won again (note drooping mainsheet!); the slender Synergy 1000 'Summer Moon' kept moving while others couldn't.





Clockwise from upper left — Bill Melbostad navigated 'Navigator' through the entire J/105 fleet en route to winning PHRF-II; 'Re-Quest' driver Liz Baylis tosses a flag for one of several mark rounding fouls we observed; the J/105 'Larrikin' glued to the water; the 'Two Scoops' gang tries to stay awake; the blue Andrews 56 'Cipango' led the fleet around the course. All photos 'latitude'/rob.



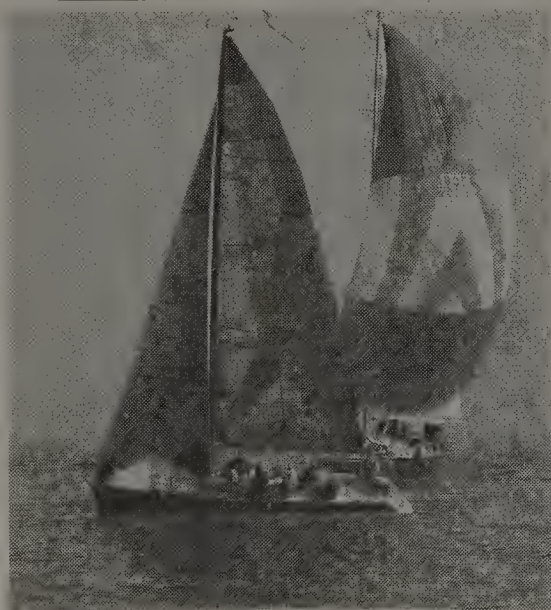
GGYC MIDWINTERS

Dick Melbostad's *Soverel 33 Navigator*. All three boats won their divisions for the second time, putting them in contention for the Seaweed Soup Perpetual Trophy, emblematic of the best individual performance in the GGYC Midwinters.

Whisper worked her way through half a dozen J/105s in the process of winning the 15-boat J/105 fleet again, with Gary Kneeland's *Orion* claiming the bridesmaid position for the second time. "It was all about finding the pressure," said Kim, who is also leading the smaller Sausalito YC Midwinters. "A good crew helps, too." Sailing with Eden that day were his regular "Berkeley mafia" — Brent Draney, Justin Oberbauer, Mark van Selst and Leif Wadleigh.

Bill Melbostad, sailing his family's nimble *Soverel 33 Navigator*, had their usual tussle with Hank Easom's lovely Eight Meter *Yucca*. Both boats are extremely well sailed, both have won the Seaweed Soup trophy multiple times, and both rate similarly (*Yucca*, at 90, gives *Navigator* six seconds). "We're a little faster upwind, and Hank's a little faster downwind," explained Bill. "It's always great racing, and the lead went back and forth this time as we picked our way through the J/105s, who really should start behind us. We were lucky to get Hank near the end of the day."

Joining Bill for the victorious outing were Randy Smith, Dan MacLean, Mike



Painted ships — 'Summer Moon' beats up to Blossom Rock, while 'Cipango' has already rounded and set her spinnaker.

Brilliant, Bryan Moore, Rhim Fleischman and Emmet Yeazell. "My dad didn't make it this time," said Bill, "but he's been doing this series so long he knew Manny Fagundes, who was the club manager at

SEAWEED SOUP WINNERS

YEAR	YACHT	TYPE	OWNER	YACHT CLUB
1971	<i>Debonair</i>	Folkboat	Peter Esser	Golden Gate YC
1972	<i>Clea</i>	Unknown	Mark Cluett	San Rafael YC
1973	<i>Maicaw</i>	Coronado 25	William Van Liendon	Sausalito YC
1974	<i>Sorceress</i>	Ranger 33	James Dawley	Aeolian YC
1975	<i>Hanapau</i>	Cal 20	Bren Meyer	Corinthian YC
1976	<i>Roquefort</i>	Newport 30	Bob Marshall	Sausalito CC
1977	<i>Erotica</i>	Columbia 26	Lou Kruk	Island YC
1978	<i>Mary C</i>	Cal 20	Unknown	Golden Gate YC
1979	<i>Folly</i>	Folkboat	Charles Kaiser	Golden Gate YC
1980	<i>Crazy Jane</i>	Thunderbird	Doug Carroll	Golden Gate YC
1981	<i>Urban Guerilla</i>	Santana 20	Rob Moore	Sausalito CC
1982	<i>Hot Sheet</i>	Cal 29	Tom Caylor	Sausalito YC
1983	<i>Champagne</i>	Cal 29	Bruce Easom	Sausalito YC
1984	<i>Confusion</i>	Yamaha 24	Ron Stout	Richmond YC
1985	<i>Magic Jammies</i>	Wavelength 24	Charles Witcher/Nick Rau	Richmond YC
1986	<i>Yucca</i>	Eight Meter	Hank Easom	St. Francis YC
1987	<i>Leading Lady</i>	Peterson 40	Bob Klein	Richmond YC
1988	<i>Jazz</i>	Beneteau 40	Roderic Park	Richmond YC
1989	<i>Flamingo</i>	Express 37	Rod Sievers	Richmond YC
1990	<i>Summertime Dream</i>	Schumacher 26	Rob Moore	Sausalito YC
1991	<i>Highway</i>	Folkboat	David Boyd	Golden Gate YC
1992	<i>Bondi Tram</i>	Frers 41	Scott Easom	St. Francis YC
1993	<i>Wildflower</i>	Santana 35	Art Mowry	St. Francis YC
1994	<i>Wildflower</i>	Santana 35	Art Mowry	St. Francis YC
1995	<i>Yucca</i>	Eight Meter	Hank Easom	San Francisco YC
1996	<i>Dulcinea</i>	Coronado 27	John Silva	Singlehanded SS
1997	<i>Benino</i>	Knarr	Terry Anderlini	St. Francis YC
1998	<i>Conococheague</i>	Moore 24	Dave Gruver	St. Francis YC
1999	<i>Yucca</i>	Eight Meter	Hank Easom	San Francisco YC
2000	<i>Navigator</i>	Soverel 33	Dick & Bill Melbostad	San Francisco YC
2001	<i>Navigator</i>	Soverel 33	Dick & Bill Melbostad	San Francisco YC
2002	<i>Uno</i>	WylieCat 30	Steve Wonner	Aeolian YC

Golden Gate YC, which was on a float-
ing barge back then. He told me that
Manny used to literally serve seaweed
soup out of the perpetual trophy, which
is gigantic!"

Steve Wonner's *Uno*, the defending
Seaweed Soup champion, was the third
repeat winner that day, though Steve
wasn't aboard. Regular crew Bren Meyer,
who won the '75 Seaweed Soup competi-
tion in his Cal 20, took *Uno* out with
Peter Jones, Ed Ruszel and Dave Green.
They made winning look easy, finishing
first boat-for-boat by 15 minutes over a
pair of bigger Santana 35s. If the
WylieCat 30 has an Achilles Heel, it's
running downwind in light air — but this
day was so light that boats with spinn-
akers could barely keep them full. "We
were just in the right place at the right
time," claimed Meyer, "and we got lucky
rounding Blossom."

Ken Moore summed the mellow day
up thusly: "On the way to *Summer Moon*,
I called my sister in North Carolina to
tell her that it was a sunny 70° and that
I was stopping to purchase (not scrape)
some ice. She told me it was 10° back
there, and they hadn't had heat for two
days. . . Putting it all in perspective, it
was pretty nice just to have a warm day

of sailing with friends. Life is good!"

— latitude/rkm

FLEET I (< 64) — 1) *Summer Moon*, Synergy
1000, Mike DeVries; 2) *Cipango*, Andrews 56, The
Bartons; 3) *City Lights*, SC 52, Tom Sanborn; 4)
Q, Schumacher 40, Glenn Isaacson; 5) *Oaxaca*,
SC 50, The Cranors. (11 boats)

FLEET II (65-105) — 1) *Navigator*, *Soverel 33*,
The Melbostads; 2) *Yucca*, 8-Meter, Hank Easom;
3) *Two Scoops*, Express 34, Chris Longaker; 4)
Just in Time, Ben. 42s7, Frank McNear. (8 boats)

FLEET III (106-156) — 1) *Uno*, WylieCat 30,
Steve Wonner/Bren Meyer; 2) *Spirit of Elvis*,
Santana 35, Martin Cunningham; 3) *Spirit of*
Bombay, Santana 35, Mike Whalen; 4) *Harp*,
Catalina 38, Mike Mannix. (10 boats)

FLEET IV (157-197) — 1) *Lelo Too*, Tartan 30,
Emile Carles; 2) *The Blew Cal*, Cal 27, Jerry
Nassoly; 3) *Spindrifter*, Tartan 30, Paul Skabo; 4)
Fortunata, J/24, Jenny Barba. (8 boats)

FLEET V (198-up) — 1) *YachtSea*, Santana 22,
Mike Spitz; 2) *Auggie*, Santana 22, Sally Taylor; 3)
Crazy Jane, Thunderbird, Doug Carroll. (7 boats)

J/105 — 1) *Whisper*, Eden Kim; 2) *Orion*, Gary
Kneeland; 3) *Capricorn*, Bill Booth; 4) *Larrikin*,
Stuart Taylor; 5) *Jupiter*, Paul Farr; 6) *Bald Eagles*,
Dave Liggett; 7) *Good Timin'*, Wilson/Perkins (15
boats; all others DNF)

CATALINA 34 — 1) *Mottley*, Chris Owen; 2)
Wind Dragon, Dave Davis; 3) *Tweety Bird*, Jon
Arck. (7 boats)

KNARR — 1) *Benino*, Terry Anderlini; 2) *Nar-*
cissus, John Jenkins. (3 boats)

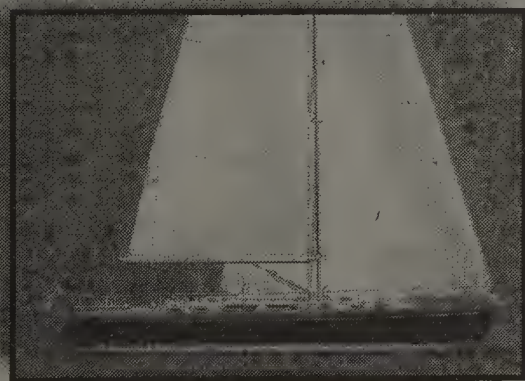
FOLKBOAT — 1) *Ingrid*, Uwe Dobers; 2) *Little*
Svendle, Mark Slichter. (4 boats)

Full results — www.ggyc.org.

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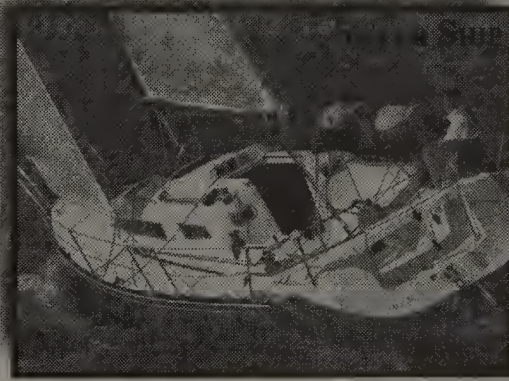
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J/109



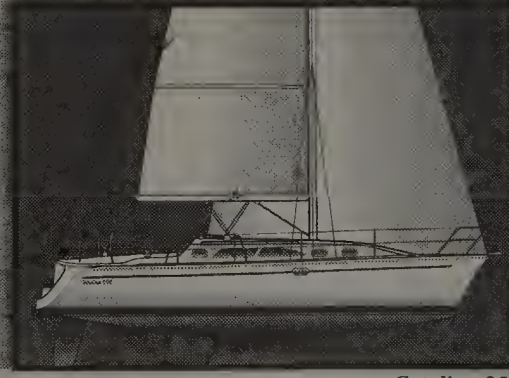
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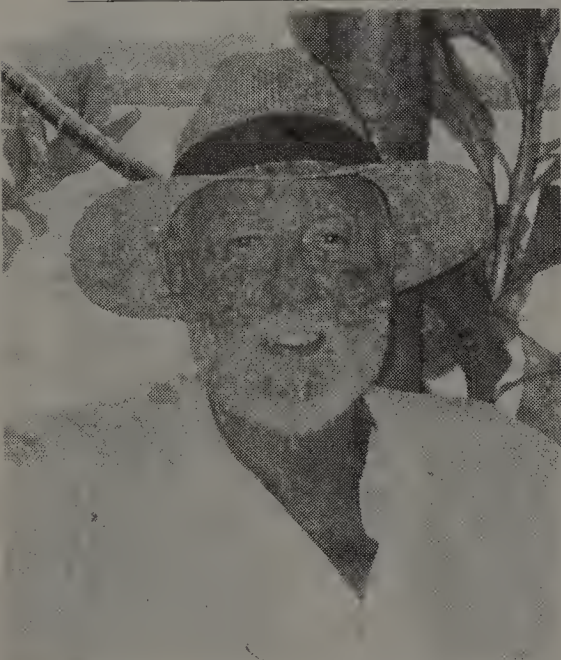
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THAILAND TIDINGS

"For me, Thailand has a wonderful combination of attractions," says longtime ocean voyager Richard Steinke, "beautiful sailing, good diving, respect for age and the price is right."

When we interviewed Steinke in the 1999, he had only recently arrived in



Hardly your typical cruiser, Richard Steinke likes to travel slowly and immerse himself in each culture he visits.

Thailand, having spent nearly a decade working his way around the world 'the wrong way', ever so slowly. But when we caught up with him during his recent visit to the Bay Area, we were surprised to learn that the globetrotting 70-year-old, had become so enamored with this exotic land that he'd stayed there for nearly three years. In a candid conversation, he shared the reasons why.

Now in his 12th year of cruising aboard *Isobar*, a sleek, 45-ft wooden sloop designed by Don and Les Harlander, Steinke has dropped his hook

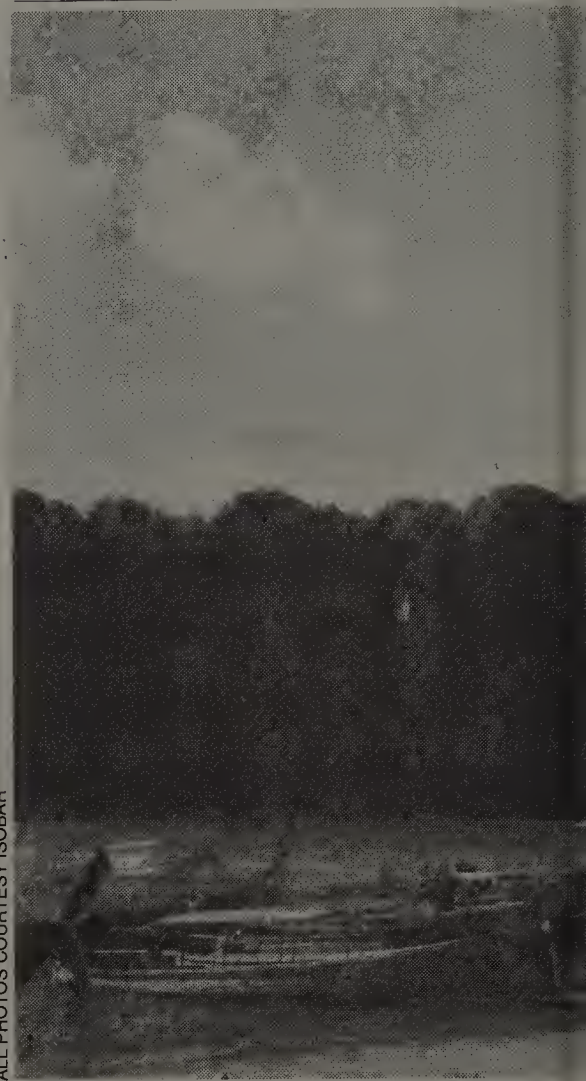
in all sorts of anchorages, both isolated and urban. But he's found that Phuket, Thailand, suits his needs both practically and culturally. In terms of sheer practicality, the cost of basic living is very inexpensive, with the added bonus that "first class" maritime services are available for repairs and refitting.

"I keep accurate records, so I know that in the past two years I've spent \$350 a month on food, newspapers, ice. . . virtually all of my basic needs. I can live for a couple of days there on what it costs me to have a cup of coffee and a sweet roll at Cafe Trieste (in Sausalito)."

Beyond basic needs, he has seized the opportunity to complete a variety of "deferred maintenance" projects, as prices for virtually all yacht services are low, while the quality of Thai craftsmanship is high. "I put in a new solid teak floor in my aft cabin. The workmanship was first class and it cost me only \$350 for materials and labor."

Steinke claims cruisers can also find excellent metal fabricators (including stainless steel) and canvas workers on Phuket. But perhaps the best nautical bargain is on teak decks. "I swear, you could afford to put your yacht on top of a ship, send it to Thailand, put a teak deck on it, put it back on a ship and bring it back home cheaper than you could do the job in the States. People are quoting prices of around \$3,000 for an entire deck job." The one caveat, he explains, is that you've got to closely monitor most work to be sure the Thai craftsmen understand exactly what you want.

"I've never liked sanding," says the bright-eyed former Sausalitan with a chuckle. But his classic 45-footer certainly requires a lot of it, and Steinke is thankful for the help. "*Isobar's* hull looks



ALL PHOTOS COURTESY ISOBAR

more like a piece of glass than anything else — just totally, totally smooth." In the Bay Area, he notes, you pay \$20 to \$30 an hour even for varnish work, while in Thailand "you can get the best workers available for \$20 a day."

Engine repairs and rigging work are also available by Aussies in residence. And top-quality sails are available nearby, as Sobstad has an international

Lush and surreal, Thailand's famous limestone pinnacles are like something out of a dream — or should we say, a James Bond movie.



— ISOBAR'S THREE-YEAR INTERLUDE



Traditional Thai fishing boats line a Phuket beach where tourists play in the tropical sun. Surprisingly, not many cruisers linger here.

manufacturing center in Malacca, Malaysia, (roughly 250 miles south of Phuket). Steinke figures prices are around 25% less than in the U.S.

Isobar has spent most of her time anchored (for free) in Chalong Bay on the southeastern coast of Phuket. There's a big central market nearby for grocery shopping in addition to weekly open-air markets in various locations that feature

fresh produce, seafood and meats. He pays about \$1/lb. for fresh tuna and \$3/lb. for large prawns.

Steinke claims that "nothing is more expensive in Thailand than in the U.S., except wine" (which he buys duty free in Malaysia). Somehow, even American-made products like soaps and shampoos are cheaper there, and U.S.-manufactured prescription drugs are roughly a quarter the cost.

Although Steinke is a tough old guy, he has had his share of medical issues

— including two knee replacements and two hip replacements. Although he says he would definitely fly home for "major work," he believes there are good international hospitals in Bangkok and reasonably good ones in Phuket. He's found some excellent doctors, and the cost of an office visit runs about \$10. "I paid a Thai dentist almost \$40 to have a tooth filled, x-rays, etc. The same procedure in California costs \$250."

But the ol' salt's attraction to this ancient land is not simply monetary.

"Generally, the Thai people like Americans."

Unlike many modern cruisers who make port calls with the brevity of a whistle-stop campaign tour, Steinke is an old-style voyager who travels slowly. He enjoys immersing himself in the foreign cultures he encounters and making friends within the local community. "Being an American abroad is getting steadily more difficult," he says. "But individual animosity toward Americans is not great in Thailand. Generally, the Thai people like Americans."

Undoubtedly the most special relationship he's formed is with a cheerful young woman named Puc (pronounced Pock). Having quickly 'learned the ropes' aboard *Isobar*, she has become an invaluable crew as well as a companion. "She is so bloody bright, that she is able to do anything I need her to do," says Steinke. "She does all the sanding, navigation, raises and lowers sails, cooks for me and does my laundry." A former farm



THAILAND TIDINGS



Designed in the Bay Area, but built by Cheoy Lee in 1962 using the strip-planking method, 'Isobar' has done 40 years of hard sailing.

girl with only a ninth grade education, she, "like many, many Thai people, had to leave home to find work."

Aboard *Isobar*, Puc earns \$10 a day, which supports her child, her mother and father, her sister and her sister's child. "She is very, very happy with \$10 a day. Most people there just don't have any money. It's sad, but that's just the way it is."

Steinke stopped short of saying he and Puc, 27, are in love with each other, but their relationship seems to meet both of their needs. "The Thais are not judgemental, but from my own personal upbringing, I think it is a little weird for a man my age to be going out — so successfully — with a 27-year-old. She says I am not old, though. I guess it has something to do with my mindset."

Regardless of how folks back home may judge his relationship, Steinke seems thrilled to have a love interest at his age. "In America, someone my age is pretty much on the shelf. Back home, when I was 66, I recall asking a girl in her 50s if she'd like to go out with me and she said I was too old for her."

Despite the fact that many young Thai women are desperate for work, it took Steinke two years to find a woman who had the aptitude to crew for him. "Thai women generally do not take well to water. They don't swim, and they get seasick almost immediately. They don't want to go out sailing. Except for the divers and fishermen, it is simply not part of Thai culture to be out on the water."

Nevertheless, he is amazed by the spunk and self-sufficiency of Puc and others. "Thai women seem to have no requirements for creature comforts. They would sleep on the deck with no cushion, shower on deck in salt water using a bucket and a bowl (while wearing a sa-

rong), and wash clothes by hand, getting them as clean as in a laundromat."

Beyond the obvious monetary element in his relationship with Puc, he explains that Thais (and other eastern cultures) have a reverence for older folks that we seem to have lost. "In the U.S., older people live separately from younger ones — even to the point of living in nursing homes. In Thailand, by contrast, that just doesn't happen — the old people live with the young people and are taken care of by them." It is truly ironic that Thailand has a reputation for rampant prostitution — driven by economic desperation — yet it is a culture with strong traditional family values.

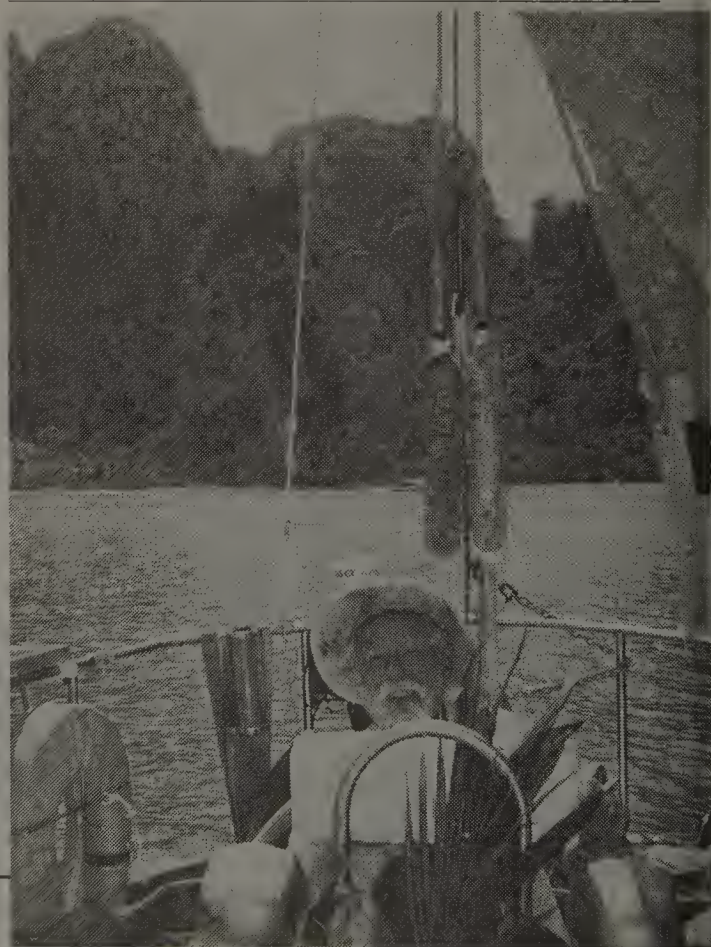
Thailand's gentle-to-moderate sailing conditions have also contributed to Steinke's lengthy stay. "I haven't done this much racing in 20 years," he says proudly. He's been a regular at both local Chalong Yacht Club races and at the annual Phang Nga Bay and King's Cup Regattas — where he was complimented for having the most beautiful boat in Southeast Asia. Despite her age and old-fashioned low-aspect rig, *Isobar* has consistently placed well in these events, recently winning the Cruising Class at Phang Nga Bay. "It's pretty exciting to go out there in an old wooden boat and win. If we can get 13 or 14 knots of wind, with a spinnaker set and that big stupid main out there, we just fly. It's a shame more cruisers don't enter those races. They're missing a lot of fun."

With its bargain prices,

mellow sailing conditions and friendly culture, we were surprised to hear that there are a relatively small number of cruisers in residence in Thai waters. As Steinke explains, there is a downside to visiting the ancient land of Siam. "A lot of cruisers don't like the bureaucracy. For example, you have to take your boat out of the country once a year — it used to be every six months — or you can be charged with enormous fines (potentially \$100,000 for *Isobar*). Also, many dealings involve bribes. It's the most corrupt country I have ever seen, but it's controlled corruption. I don't worry at all about having my boat confiscated."

From Steinke's perspective, however, the biggest reason more folks don't linger in Thai waters is that they're simply moving too fast. "It's sad. They don't stop long enough to see anything or get to know any locals." His theory is that many modern cruisers have Type A personalities, which lead them to rush from place to place, bypassing fascinating cultural attractions along the way. In this same vane, one of his pet peeves is boats that come in with a dozen jerry jugs strapped along their decks filled with extra fuel, presumably so they can motor through

At this writing, the ol' salt has gone off to sea again, but his stay in Thailand was one of the favorite stops of his 12-year circumnavigation.



— ISOBAR'S THREE-YEAR INTERLUDE

light air.

Australian and New Zealand boats tend to come through during the prime sailing season, December to April, and Steinke figures about 10 to 20 American boats pass through each year on their

against me, making only 50 miles a day. You can't win, when you come from the south you hit winds from the north, and when you come from the north, you hit winds from the south. So when they get ready to leave Thailand for the Red Sea,

When they get ready to leave Thailand for the Red Sea, there's a lot of fear. It's a moment of truth for them, especially the women — and I don't blame them

way to the Red Sea, Chagos or Africa. For some of them, he explains, Thailand is a pivotal point in their circumnavigations. "The South Pacific has gentle sailing, Thailand has gentle sailing, and so does the Indian Ocean. But then they hit the Red Sea, which has a terrible reputation for rough sailing. In my own experience it blew 30 to 35 knots every day for a week, at least part of the day. I had to beat against that with a current

there's a lot of fear. It's a moment of truth for them, especially the women — and I don't blame them. I've been through hurricanes, I've been rolled over and dismasted, but I still feel fear. When storm squalls come I'm still a little worried."

Since our interview with Richard Steinke a couple of months ago, he has



For Puc, her \$10-a-day crew job is good duty, as most of her countrymen are extremely poor. Her wages feed her entire family.

taken off cruising again, with Puc along as crew, this time heading up over Borneo, through the Northern Philippines and on to Papua New Guinea — not exactly the cruiser milk run. But then, Steinke is hardly a typical cruiser.

When will he finally give up his long-time avocation? "It would be a ridiculous expectation to plan on sailing until I'm 80," he says. "I look at 75 as the magic age, so it's time for me to start working my way back to the U.S. — slowly."

— latitude/aet

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SEASON CHAMPIONS, PART III —



"The ultimate victory in competition is derived from the inner satisfaction of knowing that you have done your best and that you have gotten the most out of what you had to give."

— Howard Cosell, 1920-1995

Welcome back to the third and final installment of our annual trilogy honoring the Bay Area's summer sailing champions. This month, we're featuring two winners from the Wooden Boat Racing Association (WBRA), three from various dinghy classes, the singlehanded winner from SSS (shorthanded sailing), and — drum roll — our completely subjective, yet seldom wrong, picks in three categories for *Latitude 38* Sailor of the Year.

Don't kill the messenger, but things don't look all that rosy with the woodies

or dinghies lately. WBRA finally lost the Bear class this year, and is down to 53 boats in four classes, of which only 29 boats qualified by sailing more than half the races. "It's troublesome," admitted Tom Allen, WBRA president-for-life. "We still have lots of sign-ups, but not a lot of participation. We're looking at solutions, but there are no easy answers."

The Birds, who were on the ropes ten years ago, actually fielded eight boats for their custom (and quite compact) schedule, half of which is now non-spinnaker. But that small class may eventually follow the Bears into oblivion as the boats and their owners continue to age. The other three 'wooden' classes — Knarr, IOD, Folkboat (KIF) — are in a stronger position, as they all made the conversion to fiberglass, have builders and international fleets, maintain websites and get

Yikes! A gaggle of El Toros at the windward mark (lower left) during last month's RYC Small Boat Midwinters. Photo 'latitude'/rob.

invited to regattas outside the YRA menu (e.g., Resin, Elite Keel, Hospice). "The KIF class used to be Division One of ODCA before morphing into WBRA about twenty years ago," noted Allen. "Maybe someday we'll end up back there."

Meanwhile, the dinghy crowd is — or should be — reeling from the demise of the Small Boat Racing Association (SBRA) last year. The organization completed its disappearing act on January 1, when it pulled the plug on its website, and the dinghy world is in a bit of disarray. Yacht clubs, particularly Richmond YC, have jumped in to fill the void, but the scene is now pretty scattered. Inevitably, the stronger, more organized dinghy classes

THE GRAND FINALE



— such as the ones whose winners appear on the following pages — will survive, while the marginal ones are already circling the drain.

In the good news department, the Singlehanded Sailing Society (SSS) continues to attract lots of boats while many other fleets are declining. "More fun for less sandwiches and phone calls," as they say. Check out www.sfbaysss.org to learn all about this fun group — or maybe even sign up for their consistently entertaining/frustrating Three Bridge Fiasco on January 25.

As always, we've had fun profiling a whole bunch of winners — 36 to be exact — over the last few months. Hopefully, you readers enjoyed the series, too. Maybe it even will inspire, a few of

you to greater heights this summer, and we'll be seeing some fresh new faces in these pages next year. But even if you don't come in first, we think Cosell had it right — if you give it your best shot, and enjoy yourself in the process, then you have won.

— *latitude/rkm*

WBRA:

BIRD — 1) **Skylark**, Jane Hook/Peter Brosig, SYC; 2) **Hummingbird**, Geoff Aston, SSS; 3) **Widgeon**, Donald Cameron, GGYC. (9 entered; 5 qualified)

FOLKBOAT — 1) **Frihed**, Bill Madison, GGYC; 2) **Polperro**, Peter Jeal, BVBC; 3) **Windansea**, Don Wilson, RYC. (8 entered; 8 qualified)

DINGHIES:

BYTE — 1) Dan Ouellet, LMSC; 2) Gail Yando, RYC; 3) Gaylin Yee, RYC. (14 boats)

EL TORO, JR. — 1) Brooks Reed, SCYC/RYC;

2) Max Fraser. ("about 20 boats")

505 — 1) Bruce Edwards/Dave Shelton, SCYC; 2) Nick Adamson/Alan Norman, TISC; 3) Doug Hagan/Stuart Park, TISC.

I-14 — 1) Kirk Twardowski/Tim Burks, RYC; 2) Lawrence Henderson/Kurt Schmidt, RYC; 3) Ted Rodgers/Kirk Price, RYC. (12 boats)

LASER — 1) Matt McQueen, unknown; 2) Tracy Usher, StFYC. ("lots of boats")

MERCURY — 1) Doug Baird, FYC; 2) Pax Davis, StFYC; 3) John Hansen, EYC. (14 boats — NorCal Series)

MILLIMETER — 1) Richard Hubbert, FCYC; 2) Pax Davis, StFYC; 3) Aaron Lee, BYC. (6 boats — PCCs)

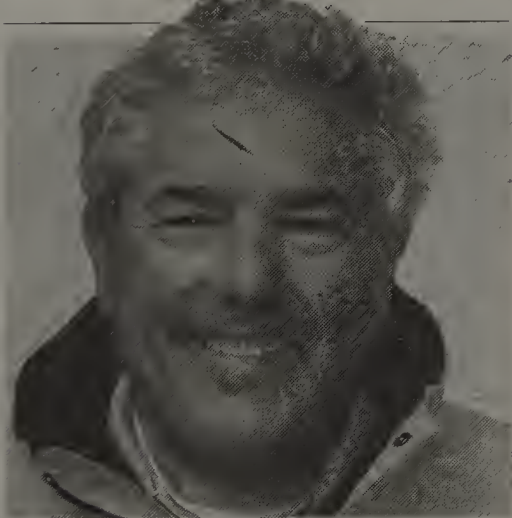
SNIPER — 1) David & Susan Odell; 2) Joseph Harvard/Grace/Karen; 3) Andy Goodman/Noel/Daniel. (17 boats; 6 events)

SSS DOUBLEHANDED:

1) **Auspice**, Schumacher 40, Jim & Brian Coggan, SFYC; 2) **Annalise**, Wylie 34 cust., Paul Altman, EYC; 3) **Polar Bear**, Antrim 27, Richard Ray, SSS. (12 qualifiers)

SEASON CHAMPIONS, PART III —

**WBRA
Knarr
*Benino***



**Terry Anderlini
St. Francis YC**

Terry Anderlini, an attorney in San Mateo County and a past president of the State Bar of California, has been racing his wooden *Benino* for 33 years. He's won six Knarr class championships along the way and sailed in numerous International Knarr Championships (IKC) both here and in Europe, coming in second twice as skipper and winning in 1980 as tactician for Larry Drew. Terry also won the Knarr Match Race Invitational the last two years, a series which he helped develop.

Starting off in El Toros at age eight, Terry went on to be a district champion on the Tulane sailing team, and even campaigned a Finn in the '64 Olympic Trials. He won three Bay championships in other classes before zeroing in on the close-knit Knarr class. "We have great racing and social functions," he claimed. "It's almost like a 'secret sailing cult' on the Bay."

Sailing with Terry on *Benino* were boat partner and longtime friend John Mounier, tactician Mark Heer and Ken Neely. Craig Healy and Chris Andersen filled in, and John Kostecki and Dennis George crewed during the Match Race victory. "Mark and Craig are great tacticians, and we wouldn't have won without them," claimed Anderlini.

Terry is a past admiral of the Knarr fleet (www.knarr-sf.com), chaired the IKCs on the Bay three times, and served as commodore of StFYC in '96. He was the driving force behind StFYC's 'life jacket rule', which has saved at least two lives since being implemented.

2) *Narcissus*, John Jenkins, StFYC; 3) *Snaps III*, Knud Wibroe, SFYC. (27 entered; 12 qualified)

**WBRA
IOD
*La Paloma***



**Rumsey(left)/Hennefer
StFYC/SFYC**

After winning the IOD season last year with room to spare, *La Paloma* ('white dove' in Spanish) barely defended her season title this summer. Partners Jim Hennefer, a busy San Francisco attorney, and Jerry Rumsey, an investor, had their hands full beating *Never Again II* this time around. "The Pearce brothers, Mark and Rich, were worthy competition," noted Jerry. "We had some great battles with them, and it could have gone either way."

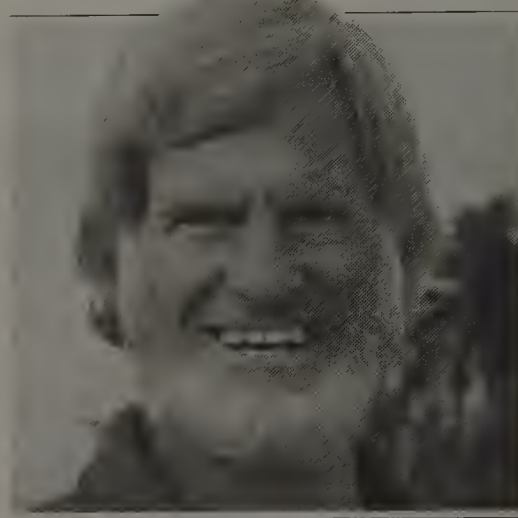
La Paloma ended up beating *Never Again II* by two points. Rumsey, a lifelong sailor from Belvedere, was the team's driver, while Jim, originally from Seattle, did tactics. Their regular "family crew" consisted of Jim's significant other, Marsha Middleton (trimmer), wife Nancy Rumsey (pit) and Ben Ballard (main). Kimo Bailey and several others filled in.

The IOD class buys their sails through a lottery, so no one has an edge in that department. *La Paloma* (hull #164) is the newest boat in the fleet, a four-year-old fiberglass beauty, but Rumsey claims that's not really why they won. "Oddly enough, our strength is light air," said Rumsey. "Winning still comes down to who sails best — and the fact that Tad and Evan retired from the class!"

Hennefer previously won the season title several times with *Profit*, his first IOD. He also owns another glass IOD, which is on the hard up at his Lake County ranch. In June, the *La Paloma* gang attended the IOD Worlds in Marblehead, ending up a creditable 8th out of 20 teams.

2) *Never Again II*, Mark Pearce, SFYC; 3) *Icfligin*, Jeffrey Lawson, GGYC. (9 entered; 4 qualified)

**Solo Dinghy
El Toro
*La Fortza Del Destino***



**Gordie Nash
Richmond YC**

Sausalito boatbuilder Gordy Nash lives and breathes El Toros — most of his family sail them, he's built something like 30 Toros, owns two (his familiar yellow and black class winner and a loaner), and is the El Toro class president "until someone else wants to do it." Gordy feeds the class website (www.eltoroyra.org), sends out their email newsletter ("Bull Session"), and often provides the committee boat for races — *Arena*, his tiny homebuilt tug-boat/tender.

Nash also enjoyed a great year of racing, winning the RYC Midwinters, the Bullship, the Stampede and the Flight of the Bulls. Gordy built his high-tech custom boat out of carbon and kevlar, using three different kinds of core throughout. The buoyancy tanks are fore and aft, rather than on the sides, to accommodate his lanky 6 foot, 2 inch frame. Topping it off is a custom Bruce Bradfute mast and a quiver of three Quantum sails. "It's a real machine!" he claimed, "But to win, you still have to master certain Toro techniques and learn your tactics."

2003 will be an exciting year for the El Toros, featuring the 50th Bullship Race/Celebration on April 26 and the Nationals in Kaneohe Bay in August. About 40 local boats will be shipped over in a container for that event. "The El Toro class is alive and well!" claimed Gordy.

Nash, a former rowing champ and record holder in propeller boats, also enjoys ocean racing — he's done three Pac Cups, the Jamaica Race, and much more.

2) Jim Warfield, StkSC; 3) John Amen, RYC. (22 boats)

Two-Person Dinghy Vanguard 15 #474



Nick Adamson
Treasure Island SC

"I sail with great people and go to all the regattas," was how Nick Adamson, who works for an Oakland-based risk consulting firm, explained winning the local Vanguard 15 title for the third time in four years. We'd maintain there were some other contributing factors — Adamson, a lifelong dinghy sailor, was an All-American at UC Irvine, represented the U.S. in Lasers at the '96 Olympics, has won National and NA titles in Lasers and Vanguard 15s, and is also a top contender on the 505 circuit.

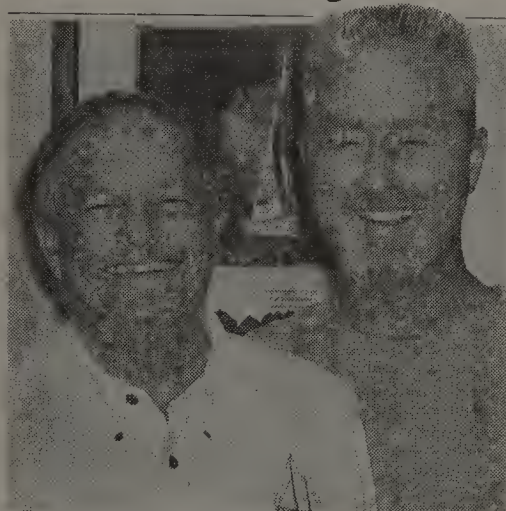
Adamson's primary sailing partner, Jago Macleod, is no slouch either. Macleod, who works for a web development firm in Santa Cruz, was an All-American crew at Tufts, and campaigned a 470 for the '96 Olympics. Nick's wife Carisa, Avery Patton, Aaron Ross and Joe Wells also crewed on #474 this year.

Nick and Jago won the V-15 Nationals on the Bay in August over 39 other boats, and Nick had consistently high finishes in the five other counting regattas (PCCs, Bay Championship, Tomales Bay, Santa Cruz, StFYC Fall Dinghy). "It was really competitive racing, especially the Nationals and PCCs," said Adamson.

With over 60 boats in the Bay Area (including 40 at TISC, where the popular Thursday night races occur from May to August), the Vanguard 15 fleet continues to prosper. "Our goal is to mix great racing for all skill levels with fun social activities," explained Nick. Check out www.vanguard15.org to learn more.

2) Matt Sessions/Avery Patton, TISC/StFYC; 3) Scott & Jill Sellers, StFYC. (63 boats)

Three-Person Dinghy Wylie Wabbit Mr. McGregor



Desenberg (left)/Groen
Richmond YC

Partners Kim Desenberg, a boatbuilder, now with KKM1, and John Groen, a stationary engineer for a San Francisco hospital, finally put it all together this year. "We've done well in the past, but never won the season championship because we always missed too many races," said Groen. "This year, I turned 40 and the Wabbits turned 20, so I figured we'd celebrate by doing all the season counters."

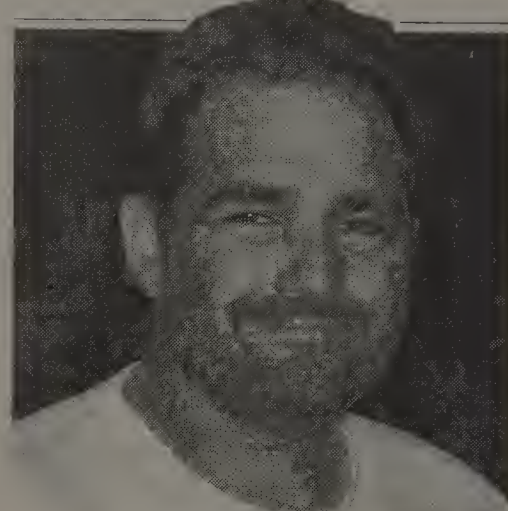
Mr. McGregor took home just about every trophy in the Wabbit hutch — the City of Berkeley Cup (Wheeler Regatta), Ron Byrne Perpetual (High Sierra), the Traveling Series, the Nationals (by one point over Andy Hamilton), and the 32-race, 6-throwout season title with a regatta to spare. "We won because John was tenacious about going to all the regattas," said Kim, "and because perennial season champion Colin Moore was busy this year at work. Also, the America's Cup kept a certain other team out of play."

Kim, who built the Wabbits in his now-defunct Alameda shop, and John shared the driving and trap work, though as Kim explained, "I'm of a more advanced age and stature (weight-wise), so John graciously let me do the majority of the driving when I showed up." The sheet hand position was ably filled by sister Liza Groen, Aimee Hess, Marceline Therrien and Sylvaine Guille-Griffin, who became their regular crew in the second half.

"We have a few new members in the fleet (Brett Allen and John Powell), so next year is anybody's guess," said Kim.

2) Furrari, Pete & Angie Rowland, RYC; 3) Kwazy, Colin Moore, RYC. (8 boats)

SSS — Singlehanded Black Soo Starbuck



Greg Nelson
Singlehanded SS

In the Singlehanded Sailing Society world, Greg Nelson rules — not only has he won the singlehanded crown an unprecedented four times in a row, but he is now also the commodore of SSS. "After years of getting cornered, mild threats and poking, I finally relented," laughed Nelson. "Actually, the commodore probably has the easiest job. The other officers, especially the race chair, put in a lot of time."

Nelson, who at age 34 is just one year older than his Van de Stadt (Holland)-built *Starbuck*, has been untouchable in SSS competition. He also won the 2000 SSS TransPac overall against a 23-boat fleet. "*Starbuck* is a great singlehander," he claimed. "She's small and light enough to push hard, yet has a large bulb keel which keeps us upright without crew ballast. I've also spent a lot of hours on the water figuring out which methods and systems work best for the boat."

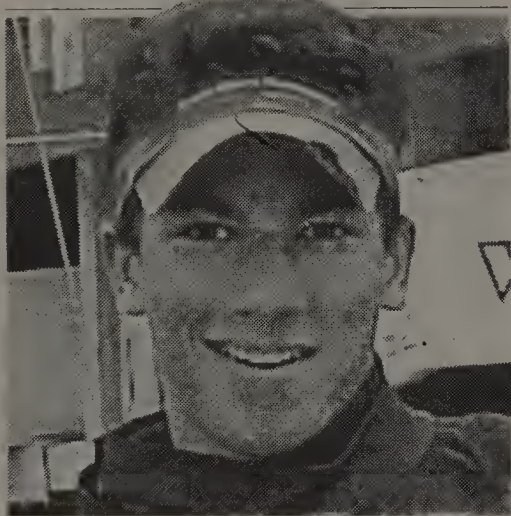
Greg is currently "gainfully unemployed and loving it." He took advantage of the downturn in his industry (tech/telecom) to go on a yearlong sailing sabbatical helping his friend Bruce Schwab get the *Ocean Planet* campaign up and running. "Diving in and learning what it takes to make a big project like that actually happen was a great experience," said Nelson, who also aspires to sail in the Open 50/60 circuit someday.

More immediate plans include defending his SSS title, as well as possibly taking a shot at the Doublehanded TransPac next summer.

2) Alchera, J/120, Mark Deppe, SSS; 3) Xpression, C&C 110, Dirk Husselman, OYC. (7 qualifiers)

SEASON CHAMPIONS, PART III

'Jr. Sailor of the Year' 29er *Kelamoku II*



Trevor Bozina
St. Francis YC

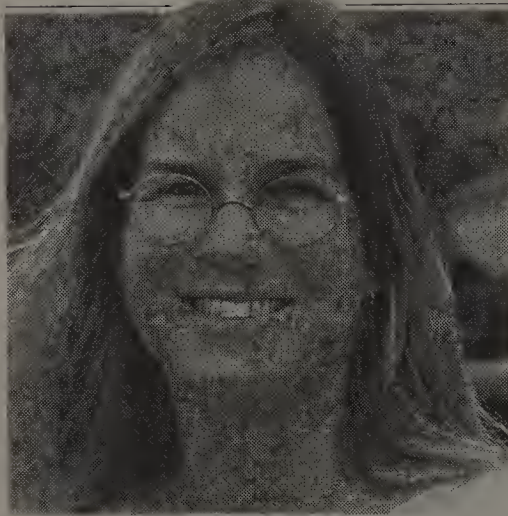
Eighteen-year-old Trevor Bozina, a freshman at the California Maritime Academy in Vallejo, is our newest Junior Sailor of the Year. Bozina's main racing accomplishments this year were as crew for Dan Brandt, an older friend who teaches sailing at SFYC. Sailing Trevor's *Kelamoku II* ("captain of the ship" in Hawaiian), the duo were second at the 29er NAs in Squamish, BC, in August, and then won the 29er Nationals at RYC on Labor Day Weekend, topping a 29-boat fleet.

Trevor also raced his Laser and 420s this year, though not with the same level of success as the 29er. There are arguably a few kids who had equal or better race records — Trevor's girlfriend, 16-year-old Mallory McCollum, comes to mind — but we felt he deserved this award for reasons of sportsmanship and leadership, as well. "He's helpful, dependable, modest, and basically just fun to be around," said StFYC race manager John Craig. "Most kids his age just take from the sport; Trevor is already giving back."

Trevor grew up sailing on his family's South Beach-based Olson 25 *E-Ticket*, and simultaneously progressed up the junior sailing food chain, starting with El Toros on Lake Merritt and eventually landing on the traveling squad at StFYC. Along the way, he virtually singlehandedly started Lowell High School's sailing team, no small feat given all the red tape.

Currently, Trevor sails on the CMA team, helps coach St. Ignatius HS's sailing team, and is training with Brandt for the 29er Worlds this summer in Spain. He hopes to be a bar pilot someday.

'Woman Sailor of the Year' Antrim 27 *E.T.*



Liz Baylis
SFYC/RYC

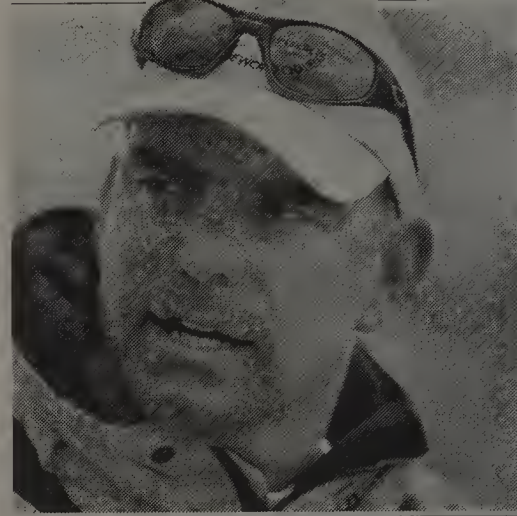
With a nod to Vicki Sodaro, who picked the wrong year to win the Adams Cup, our Woman Sailor of the Year choice, once again, is match racer Liz Baylis. The 39-year-old San Rafael resident had another tremendous year, one which really started in December, 2001, with a victory at the Osprey Cup in Florida. That showing helped propel Liz and her team — Aimee Hess, Stacie Straw and Karina Shelton — up to eighth in the world, the last qualifying spot for the 2002 ISAF Women's World Match Racing Championship in Spain at the end of April.

Liz, as hopefully everyone already knows, won the Worlds 2-1 in the finals over #1-ranked Marie Bjorling. "From unknown and unranked to world champions — I can't believe it!" said Liz in our June issue. "I watched my brothers (Will and Trevor) win world championships and an Olympic medal, but never thought it could happen to me. It's an incredible feeling, one which can never be taken away."

Other 2002 highlights included a class win in the Pacific Cup in her Antrim 27 *E.T.* (with husband Todd Hedin and Jim Antrim), fourth in the Santa Maria Cup, and a bunch of big boat sailing in the fall on the Farr 40 *Peregrine* and the IACC boat NZL 20. The only bummer, if you can call it that, was a seventh (out of eight) at the Bermuda International Women's Match Racing Regatta in October.

When not racing, Liz works as a public health microbiologist in Berkeley. She will be considered in the upcoming 2002 Rolex Yachtswoman of the Year awards, an honor we feel she richly deserves.

'Sailor of the Year' Volvo 60 *illbruck Challenge*



John Kostecki
St. Francis YC

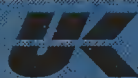
John Kostecki, who dominated the Volvo Race with *illbruck Challenge*, was a slam dunk to win our seventh annual *Latitude 38* Sailor of the Year award. He becomes the first person to earn this lofty accolade twice, having been similarly honored in 2000. We suspect he'll also be picking up a new watch in February when the 2002 Rolex Yachtsman of the Year is announced, his second trip to that podium as well (he won in 1988 after silvering at the Seoul Olympics in Solings).

The two-time America's Cup tactician (*Young America*, *AmericaOne*) and ten-time world champion (J/24, Soling, One Ton, Mumm 36, Farr 40, etc.) led the Volvo Race from the opening bell. *illbruck* never finished below fourth in the nine-leg circumnavigation, and won four of the legs. The icing on the cake was setting the 24-hour monohull world speed record (484 miles at an average speed of 20.16 knots) during Leg 7 from Annapolis to La Rochelle. The Volvo performance earned Kostecki one of the five nominations for 2002 ISAF Rolex Sailor of the Year (though Ben Ainslie, a British dinghy sailor, won).

The 38-year-old Fairfax resident just returned from Auckland, where he was scouting the scene with an eye toward sailing in the next A-Cup. Kostecki has announced the formation of his new company specifically for that purpose, Pinta Racing, with several other *illbruck* alumni.

Kostecki, who is happy to be home for awhile, is backing off from the Farr 40 wars this winter. Instead, he'll be racing his Star in Florida several times — and going snowboarding whenever it snows.

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MUSINGS ON COLUMBUS —

On the night of November 22, crewman Terry Shrode and I made an easy overnight sail from Tenerife to La Gomera in the Canary Islands aboard my Richmond-based Ericson 39 *Maverick*. A possession of Spain, the Canaries lie a short distance off the northwest coast of Africa, on roughly the same latitude as the Florida Panhandle. This is our last stop before setting off on the 2,700-mile Atlantic crossing to the Eastern Caribbean, and we will be following in the wake of Christopher Columbus, a little more than 500 years later.

We'd come to the town of San Sebastian to see the place from which Columbus had set sail to discover the New World. According to local lore, there are some points of interest on this island where Columbus may have visited — perhaps to have a cappuccino or use the internet café. For we sailors, however, the main thing is seeing the harbor where the *Nina*, the *Pinta* and the *Santa Maria* anchored. Today there's a modern seawall and good protection from all directions. In Columbus' day, however, it had pretty much been an open roadstead with no protection against winds from the southeast. Luckily for the intrepid captains and crews of those three vessels — which obviously didn't have engines and couldn't sail to windward — southeast winds are unusual at the time of year that they were here.

Writing this just a day or two before we plan to set sail, there is dirty weather associated with a low of 964 millibars off to the north. Columbus and his group

As every grade-school scholar knows, Columbus made his epic crossing in 1492 — the most famous ocean passage ever recorded.

of us — where the center of the lows come through — are getting beaten up pretty badly. One of them is our friend Alan, the ex-British Army officer aboard *Karma*, who got stuck in Gibraltar for a long time getting his engine and transmission replaced. Having gotten a late start to Holland via England, Alan had to fight tremendous storm systems in the North Atlantic which are common so late in the year. He did make it to England,

We think it's particularly cool to be following in the path of Columbus on his first Voyage of Discovery.

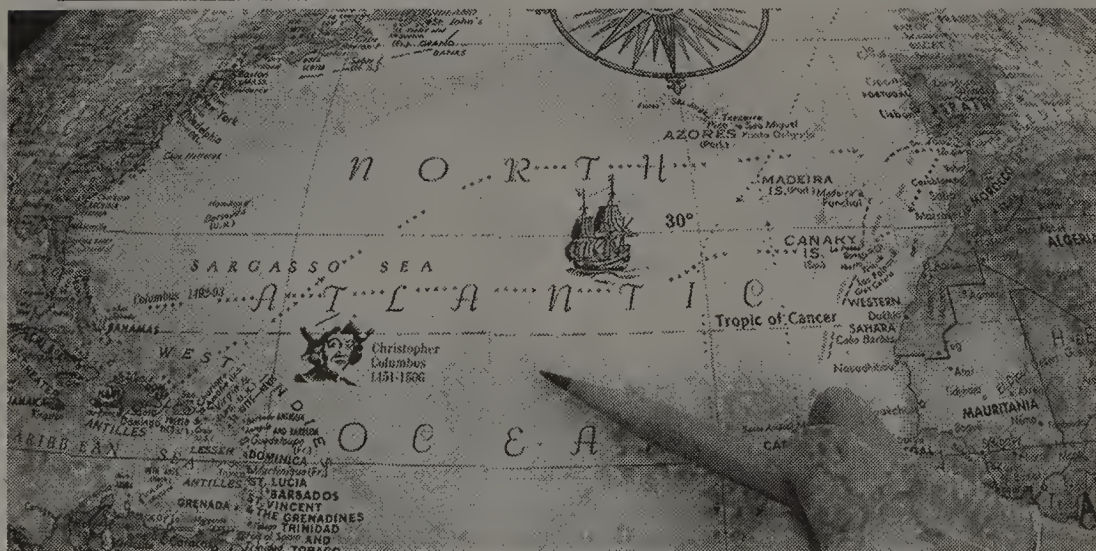
but on the way had to return to port several times.

Another group of sailors who are currently having a bit of a bumpy ride are those in the 2002 Atlantic Rally For Cruisers. Like most rallies, the ARC sets a date far in advance and the fleet leaves whether the weather looks good or not. Despite predictions of high seas and contrary winds up to Force 9, the ARC fleet departed yesterday, and are now finding rough going. The world cruisers I know just scratch their heads at such an operation. There are a lot of first-time passagemakers who are attracted to the ARC, and it might be fun to be part of a big group, but it's expensive. And we can't help but wonder how much many

We've got some problems aboard *Maverick* requiring serious attention before we start our own Atlantic crossing. The prop shaft repair done in Tenerife didn't hold, so Terry is trying another fix today. Then I will be diving on the prop to look for the cause of some vibration, and later grinding fiberglass to repair a broken cockpit scupper. It looks like our intended departure — November 25 — will be delayed. Having sailed more than 3/4 of the way around the world on our circumnavigation, we're not nervous about the long crossing — which could be a bad sign. You never know what can happen on the open ocean. A late season hurricane is just one possibility.

Any sailor would consider a nearly 3,000-mile Atlantic crossing to be a big feather in his cap, but we think it's particularly cool to be following in the path of Columbus on his first Voyage of Discovery. Poor old Columbus, who is no longer politically correct in so many places. I suppose it's possible that the indigenous peoples of North and South America would have been left alone forever had Columbus never lived, or that Mother Theresa would have been the next to come along.

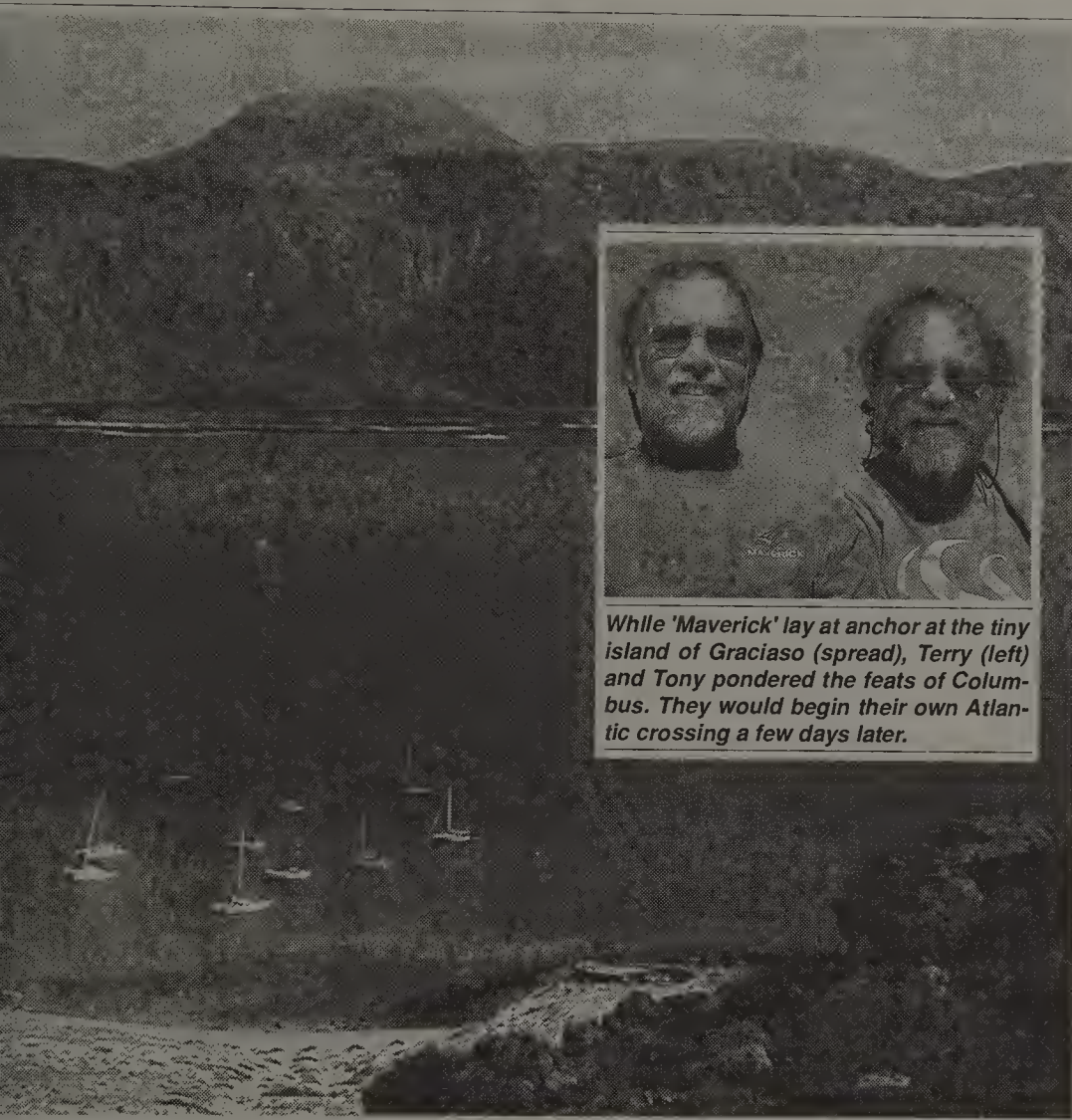
Columbus was an autocratic leader who often made decisions based on superstition or biblical passages. Does that put him beyond the pale when compared to other contemporary or historical world figures? Columbus was ridiculously wrong about a lot of things — just like Plato, Newton, and Jefferson were. Forgetting all the neurotic and despotic things that Columbus did, we could still classify him as a nutcase simply for having the courage to sail across the Atlantic — and back — with the most primitive of navigation instruments and no charts. And he did it four times!



may well have had to sit out something like this, but without the seawall that keeps us snug, it would have been pretty rocky. As it is, some sailors to the north

of them would have paid to forego taking off in such bad weather? But the checks had been cashed, so off they went.

ON THE EVE OF AN ATLANTIC CROSSING



While 'Maverick' lay at anchor at the tiny island of Gracioso (spread), Terry (left) and Tony pondered the feats of Columbus. They would begin their own Atlantic crossing a few days later.

COURTESY MAVERICK

The only similar achievement in our lifetimes was the Apollo project to the moon, but there are a lot of reasons to view Columbus' undertaking as far more daring. The astronauts had the entire nation behind them, whereas Columbus barely had the support of the king and queen of Spain, and had to come up with a lot of the dough himself. The Apollo astronauts had a ground support team of hundreds, and were in almost constant radio contact. As soon as Columbus unfied the docklines, he was utterly on his own. The Apollo guys knew within inches where the moon was, but Columbus was so wrong about where he was going that he died thinking he had sailed to Asia. Finally, there are no hurricanes in space.

The great explorers went to places that were completely unknown. In fact, for us today, it's almost hard to imagine places being thoroughly unknown. Lewis and Clark's expeditions are a good comparison, but those explorers were able to find native guides along the way. Maybe Powell is a better example. He had heard that the Colorado River went underground in the Grand Canyon, but he

took his boats down the river anyway — despite the fact there could be no turning back.

Having sailed from Spain, Columbus left San Sebastian on La Gomera in the Canary Islands on September 6, 1492. Earlier that same year, he'd been at the Alhambra in Grenada, where he witnessed the fall of the last Moorish bastion in Spain. Despite the Muslims' loss of Spain, the Ottomans' power was peaking not far to the east. This meant that the overland trade routes from Europe to China and India were essentially unusable, and the sea routes problematic. A new way to trade with the East was needed. The Portuguese had found the way around the Cape of Good Hope, but Columbus thought he had an idea for a more direct route.

The political and economic threat of the Islamic world to the Christian world at the time was, in a manner not unlike what we see today, clothed in the garments of religion. Columbus occasionally — possibly disingenuously — was as willing as the other politicians of his era to use 'spreading the gospel' to justify actions that were perhaps motivated

by power and greed.

Whatever his personal shortcomings, Columbus is rarely criticized as a navigator and sailor. He was so canny in his judgment of the best route across the Atlantic that no one has discovered a better way since — not even with satellite imagery and computers. So every cruiser heading west across the Atlantic this season — roughly 500 of them — will basically follow his route: south to the Canaries, then southwest for a few hundred miles to the trades, then almost due west to the Eastern Caribbean. The only thing different about today's cruiser passages from the Canaries is that we tend to leave a little later to avoid late-season hurricanes. Columbus wasn't aware of such a danger because no known ship had ever seen an Atlantic hurricane.

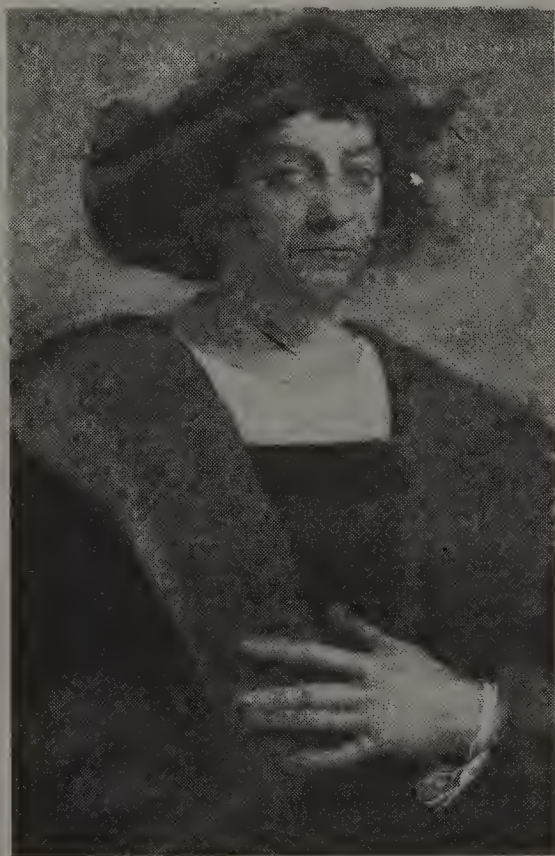
What I find even more improbable is that after Columbus reached the New World, he sailed north and found the westerlies necessary for sailing back across the Atlantic to Spain. How could he have known this, since nobody had sailed from America to Europe before? Had Columbus tried to sail south first, or straight back to Europe, he never would have made it home. Once again, today's cruisers follow his same circular route around the Azores/Bermuda High, pretty much ensuring they'll be blessed with following winds most of the time.

One of the many useful things that Columbus *did not* have, which *Maverick* *does* have, is a set of pilot charts for the oceans of the world. These are really books of 12 charts for each ocean, one

Although Columbus' accomplishments are no longer politically correct in some circles, most sailors consider him to be a true visionary.



MUSINGS ON COLUMBUS —



BETTMAN ARCHIVES

Historians tell us that Columbus never sat for a formal portrait, so no one knows exactly what he looked like. The above is one artist's guess.

chart for each month of the year. The oceans they portray are divided into small sections of five degrees by five degrees, in which the frequency and velocity of winds are graphically represented — along with the frequency of gales and calms for the month. Also shown are wave heights, sea temperatures, tracks of tropical and extratropical cyclones, and a lot of other information. All this is based on averages compiled from actual reports from ships at sea over the last 200 years or so.

These types of pilot charts were the brainstorm of Matthew Maury, a lieutenant in the U.S. Navy in the mid-1800s who was given a desk job after being disabled in a stagecoach accident. Commanded to take care of the archived ship's logs for the Navy by tediously going through the countless daily logs, he realized that he could compile a year-round picture of the average conditions of the sea in much of the world. He published his first pilot charts in 1848. He built on the data base by asking captains to fill out forms he devised — and gave them a copy of his charts in exchange for their information. This was in the heyday of the China tea trade, when a captain who knew the oceans' winds had a leg up in getting his cargo to market first. As great fortunes hung in the balance, the captains were happy to trade some record-keeping for the advantageous in-

formation Maury could give them.

Before Maury's research, no sailor had anything but ad hoc and anecdotal information about the weather patterns of the oceans — even the oceans that were regularly navigated. So what they knew, they jealously guarded. Columbus, sailing in unknown waters hundreds of years before Maury, just made very smart guesses about the best courses.

The pilot charts are still used for a general guide in the planning of ocean passages. Once we get underway, however, specific daily weather will be delivered to *Maverick* by high-frequency radio and decoded into words and photos by the modem and computer. A modern skipper with a bigger budget than *Maverick* can also receive personal daily weather routing developed by an onshore specialist. But I have also heard that there is a Ham operator in the Caribbean — such as the one we communicated with in Australia while crossing the Pacific — who will perform a similar service for no cost.

As is well known, Columbus' little fleet consisted of the *Santa Maria*, a boat about 100 feet on deck, as well as the *Nina* and *Pinta*, both about 60 feet. There were about 30 men on the *Santa Maria* and a few less on the smaller ones. About 10 years ago, I went to Redwood City to

100-ton ship was awash in any reasonably large sea. That wouldn't be so bad if there were quarters for the crew belowdecks, but there weren't. Such space was reserved for provisions and gear — which at least had better lodgings than the supplies carried on Greek galleys.

With the crews of Columbus' vessels having to sleep exposed to the elements, the luxury 'berth' for the senior seamen was sleeping in a coil of rope rather than directly on the deck. When in the Marquesas, we had a chance to see replicas of Polynesian craft which had made long voyages on the ocean. What impressed me the most was the fact that they also were entirely open to the elements. While later in Australia, we saw the replica of Cook's *Endeavour*, the original of which was built almost 300 years after Columbus died. The *Endeavour* had accommodations — all of them out of the weather — for sleeping, eating, cooking, and lounging.

We modern cruisers have it much better, for if it's rough, we can spend most of our time in reasonably dry cabins. If we have to go out in the cockpit, we are protected by a dodger from the waves and a bimini from the sun — if not from both by a doghouse. It's hard to imagine anyone enduring a month or more at sea without such sheltering. Even with all our creature comforts, it can get plenty

With the crews of Columbus' vessels having to sleep exposed to the elements, the luxury 'berth' for the senior seamen was sleeping in a coil of rope rather than directly on the deck.

visit a replica of the *Nina*, which had been constructed by traditional methods using traditional materials. The builders didn't have access to the line plans of the boats, so the replica was based on an accumulation of information and guesswork. Nonetheless, the result was still close enough to the original to learn some surprising things.

The shear, for example, was fairly radical. Amidships, the freeboard was less than two feet — which is less than *Maverick's*. The low freeboard is disguised in paintings by large gunwales — perhaps two feet high — which makes the freeboard appear greater than it really is. The scuppers were large, however, which meant that the deck of the

uncomfortable at sea.

Belowdecks, the boats of Columbus' fleet were not pleasure palaces either. In addition to salted meat and other not-particularly-savory foodstuffs, the ships carried live cows, chickens and pigs. The cows and pigs were suspended from slings. This had to be pretty rough duty — although better than if left loose in pens, where the boat's motion would have caused them to break their legs. Naturally, these animals in slings had to be fed and cleaned up after.

The sailors in Columbus' day are customarily portrayed as fearful and ignorant fools who were afraid they were

ON THE EVE OF AN ATLANTIC CROSSING

going to fall off the edge of the earth. In fact, none of them believed that the earth was flat. Educators who portray the crews as ignorant and fearful must themselves be people who experience a fear of the unknown whenever they travel beyond the local 7/11 store.

Despite all the improvements in navigation and safety equipment, going to sea is one of the world's most dangerous occupations. Imagine then, how dangerous it was in Columbus' time, when they didn't have charts, depthsounders, radar, GPS, or radios. Even in their home waters, experienced captains could make fatal mistakes in navigation because they had no way of telling longitude. The British Navy was so concerned about such accidents that the government offered a prize — which in today's money would amount to millions of dollars — to anyone who could figure out a reliable way to find one's longitude at sea. John Harrison's famous timepieces resulted from the challenge, for without an accurate timepiece there is no way of determining longitude. Of course, all this happened some 250 years after Columbus set sail.

The octant, let alone the sextant, hadn't even been invented when Columbus sailed west. He most likely used a clumsy astrolabe, so latitude wouldn't have been easy to find either. Though crude, compasses were familiar instruments — although it wasn't well understood why they didn't point to geographic north from all locations. We now know that this is because the magnetic north pole isn't in the same place as the geographic north pole — and what's more, it moves.

Columbus had an even more serious navigational problem in that he underestimated how big the world was. By definition, a nautical mile is one minute of arc of latitude. Likewise, by definition, the circumference of the earth is 60×360 — or 21,600 nautical miles. A nautical mile is very close to 1.15 statute miles, so a degree of latitude is about 1.15×60 — or 69 statute miles. Columbus, however, was operating under the assumption that a degree of latitude was equal to only about 45 miles. For this and some other reasons, he believed that the earth was actually only about 75% of its real size. He also thought it was further to Asia from Europe by land than many of his contemporaries did and, as a result, thought Japan was far to the east of where it really is. So when he

BETTMAN ARCHIVES



found land, he — understandably — was completely wrong about where he was. And he died not knowing any better.

Despite the poor navigation equipment, and though troubled by bad weather on his return from the Azores, Columbus made landfall in Portugal only 15 miles from where he intended — an error of a quarter of a degree of latitude! Even with a modern sextant and good weather, this would have been a pretty decent bit of navigation. It's laughable by today's standards, of course, where anyone who can push a button on a GPS can get to within 100 feet of where they want to go. But given what Columbus had to work with, his navigation was brilliant.

The average seaman back then was not a navigator, and perhaps didn't fully understand how little Columbus knew about where he was. And Columbus kept their ships' progress — really an estimate based on dead reckoning and latitude from Polaris — from his crew. Nevertheless, no seaman aboard would have been in the dark about the very real possibility of hitting unknown reefs or land with fatal consequences. Such accidents weren't even unusual in familiar waters.

So if a teacher or storyteller wishes to portray Columbus' men as weak and ignorant cowards, I say let him/her climb aloft in a gale to furl a sail, and then give them a chance to reassess their judgment. Sure, the crews were afraid to go where Columbus was attempting to take them — for the excellent reason that it was dangerous as hell.

Of course, even if Columbus had had a GPS to tell him his latitude and longitude, there weren't any charts, so he still wouldn't have known how close to land

Sailors who checked out the 'Nina' replica during last summer's tall ship festivities got a sense of how spartan Columbus' ships were.

he was. I've read books that claim there are certain signs that you are approaching land, but in my opinion such signs are overrated. Birds are a clue — if the island supports birds other than the kind you see at sea. You can't smell land from upwind, which is the direction from which Columbus was approaching the Caribbean. A reflection of green on the underside of clouds? I've never been able to make it out with certainty in the absence of previous knowledge that an island was there. Maybe the sailors of old were more attuned to this. And, of course, there were no city lights or light-houses.

Some might think a good watch at the crow's nest would see land before hitting it, but that didn't stop the *Titanic* from hitting an iceberg, or thousands of other ships from running up on rocky shores. Columbus had even a smaller chance of spotting San Salvador at night, as it's very low and, of course, was not lighted. I've sailed to San Salvador and I was on watch at night when the boat was five miles from the island. The only reason we knew we were five miles out was that we had a good chart and GPS. Without them, we wouldn't have had a clue that there was anything there. It gave me the willies to imagine Columbus sailing in these waters with no way of seeing the land in the dark. At night, you'd hear the surf before you'd see San Salvador.

Since sailing vessels of the time could not sail above 60 degrees off the wind in the best of times, it would have taken some deft boathandling to avoid running into land once they spotted land or heard

MUSINGS ON COLUMBUS —

the surf. In the great days of sail, it was not unusual for a ship to carry a lead line that was over a mile long! Using this, they could 'sound' the bottom, either underway or after heaving-to. Tallow was placed in a hollow on the bottom of the sounding weight, so when it was brought back aboard it had some of the bottom material sticking to it. This allowed the navigator to see whether they were above a sand, mud, or rock bottom. In Columbus' day, both the physical handling of the lead line and the reading of it were highly skilled arts.

A lead line, however, wasn't foolproof. According to my chart of San Salvador, the seabed rises from the abyssal plain of the Atlantic Ocean to the east, where the bottom is three miles down, to the surface of the island in a distance of less than seven miles. And less than 4.5 miles from shore, the water is still 5,000 feet deep. Columbus could have been sending his crew out with the lead line once an hour all the way across the Atlantic, but sailing at five knots, they still could have missed sounding the bottom before hitting San Salvador.

If it was a bright and sunny day with

10 knots of wind and calm seas — as the movies portray most landfalls — it would have been easy to avoid running onto the shore. But suppose it was nighttime, or that it was blowing 35 knots with

We won't be nearly as nervous as Columbus or his crew about hitting land, for we have charts, a GPS, a depthsounder and radar.

big seas? In such cases, only clairvoyance would have prevented their hitting the reef and sinking thousands of miles from home.

Perhaps we could say that Columbus and his men were ignorant in the sense that every explorer is ignorant of what he's going to find — which, of course, is why we call them explorers. But only a fool would call them incompetent or cowardly. They safely made landfall at San Salvador in the Caribbean on October 12,

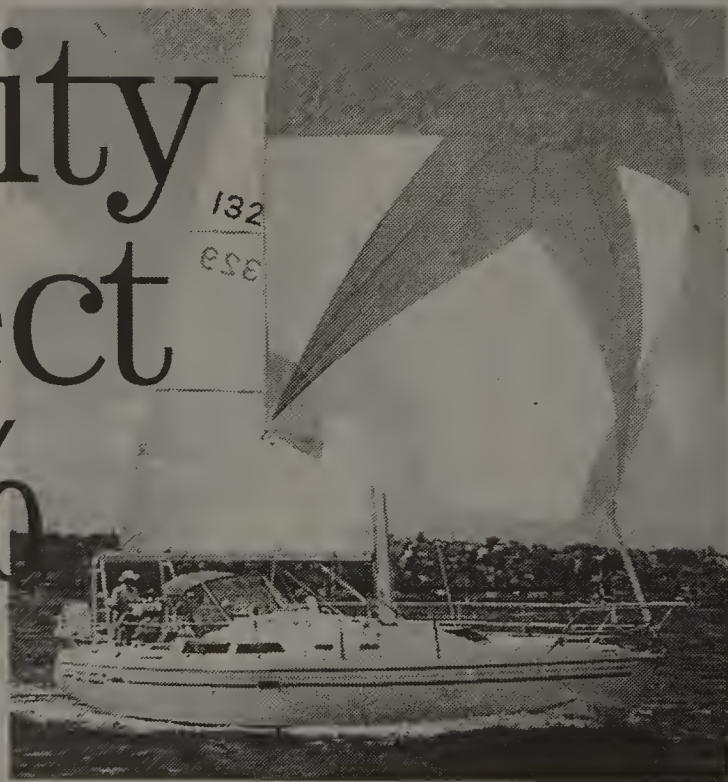
1492 because they were professionals who knew how to sail a ship and find land, and because Columbus made the rough calls. There might have been some luck involved, too.

We won't be heading as far north as Columbus did on his first voyage, but instead will make landfall somewhere among the Windward Islands of the Eastern Caribbean. We won't be nearly as nervous as Columbus or his crew about hitting land, for we have charts, a GPS, a depthsounder and radar. Even if some of these were to fail for some reason, we'd still know we were approaching land long before it became dangerous. If we approach at night, we'll slow down until dawn so we can find our way into port in sunlight, guided by the buoys and markers placed by those who have come before us.

The Atlantic can be a difficult ocean, so we may not have the easiest trip, but compared to what Columbus and his men faced, our crossing should be a piece of cake.

— tony johnson & terry shrode

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The reading room was an imposing, colonnaded space as old as most of the books it contained — and most likely hardly changed since they were published. I walked quietly, awed by the sense of old-world tradition.

Back home in California, anything built 40 years ago seems to qualify as an historic landmark, and 60 years makes it an artifact of our ancient history. But here in Europe, you don't even make the list unless you've got a Roman road underfoot.

I was in the reading room of the British Naval Library — the same place, the same chairs and tables, and the same dusty books that would have been studied by historians and naval scholars going back to the Napoleonic Wars and beyond.

A business trip had sent me to London, and I had managed a free morning to do some research on a distant ancestor, Ebenezer Maxwell, R.N. At least, my grandfather had once thought that that was his name, according to his own grandfather. I was deep in the search for more details, and had piled up a huge stack of *Naval Chronicles* looking for clues. None yet, although it was fascinating reading. And no electronic index for searching out keywords or names, so I had to do this the old-fashioned way.

Family legend put him in action in the Mediterranean during the blockade of Toulon in 1801, as a captain of a ship of the line that captured a French frigate. I was almost ready to give up when I finally struck pay dirt:

"An account of Her Majesty's ship *Insoluble*, third-rater of 74 guns, Capt. E. Maxwell, in the Mediterranean blockade, including capture of the French frigate *Ion* and subsequent action in the Bay of Biscay, including escape from the Spanish flotilla at Cape Ortegal."

"This will answer," I whispered to myself in contemporary slang as a shiver ran up my mainmast. It was all true, and I was about to read the details, tack by tack.

Great-great-great grandpa Ebenezer was quite the strategist, it turned out. And not such a bad writer, for a sailor. He describes the action as "straightforward." Here is his version of the events that transpired 200 years ago:

It was a squally morning, wind

*fresh from the south with periods of very much obscured visibility, and since we had lost contact with the *Immiscible*, some miles ahead and to the east, we had set topgallants, royals and all stuns'ls to make up the lost distance.*

"Deck!" called the foretop lookout. "Sail four points off the larboard bow."

*Was it one of our ships, or a blockade runner attempting to enter the port? The *Immiscible* is a fifth rate frigate distinguished by a gaff spanker topsail, and when we spotted this tell-tale rig through the mist, we were relieved that we had closed any possible gap in our blockade line. We would approach close enough to exchange signals before dropping back to our position.*

However they shortly became fully obscured by a rain squall. When the ship came back into view sometime later it was less than five cables ahead and to leeward. We made signals but they were not answered with the proper code, at which time we noticed that the gaff spanker topsail was a ruse. It was a French razee frigate that had been re-rigged and painted to resemble one of our ships, flying our colors.

I called for quarters while the Frenchman, seeing that the ruse was over, exchanged our flags for their own colors and came up hard on the wind to cross our bow. I waited until we were within two cables distance, hoping that our port guns were ready.

"Bring her up to match her course," I instructed my sailing master.



But with stuns'ls and royals flying, the course change pressed us hard over on starboard tack, and our lower gunports on the port side were dipping into the sea. "Back topsails," ordered the sailing master, anticipating the urgent need to straighten her by several strakes.

*The Frenchman was employing two of my own best tactics: engaging a blockade from the unexpected shoreward side — as I had done with good effect at the Battle of the Nile, under Nelson — and engaging from leeward in a stiff breeze so that the enemy's lower guns were useless — which allowed me to take a prize on *The Glorious First of June* back in '94, under Howe. Thankfully, we still had the advantage of a large ship and steady gun decks, and the guns we could bring to bear were at least equal to theirs.*

If only we had been better prepared. The Frenchman fired first, aiming high, as the French are inclined to do, with chain shot to cause the most damage to our rigging. By the time our 12-pounders were firing, the Frenchman had attained a position on our bow, and with damaged braces, a severed main topsail yard halliard and a split fore topmast, we could not hope to point with them.

The Frenchman was employing two of my best tactics. . .

— THE SMALL SIDE OF THE WORLD



The French aimed high, with chain shot, to cause the most damage to our rigging...

The French razee can easily outpoint the larger but higher British third-rate in the best of times, but now it could outrun us, as well. They drew ahead but stayed on our bow, choosing their times to bear off and bring a port broadside to bear. If we did the same, to aim our starboard guns, they could head up and draw away to windward, presenting a much smaller target, while using their big stern chasers to good effect.

The course of the action turned when the real Immiscible appeared on the horizon ahead and to windward, making a good rate of knots per hour on larboard tack. The Frenchman wore about in an attempt to escape to the southwest. At this time we achieved results with our starboard guns, bringing down their mizzen mast and damaging their rudder. The Frenchman struck his colors and called for quarter before the first grapple was made fast.

The Immiscible had never fired a shot, so the Ion, as the French frigate was named, was our prize. We took her officers aboard and put aboard a prize crew to sail her to Gibraltar.

The master of the French frigate,

who would identify himself only as Capitaine LeHelm, was brought to my day cabin to surrender his sword and accept the terms of capture.

"You must realize, mon ami," he said as he placed the ceremonial weapon in my hands, "zat I would never have given up so easily had I not had news from Amiens. It seems a peace treaty will be signed wizin zee fortnight."

This was startling news to me, and I

shall admit it was disappointing, as must surely have been evident from my expression.

"It eez hard for us professionals when our countries are at peace," observed LeHelm.

"Yes, that is true," I confided with a sigh. "My promotion will now have to wait until the next outbreak of hostilities."

"And mine as well," said the Capitaine. "Especially after my — shall we say — rotten luck. If zat ozer sheep had not suddenly popped up, zen you would be a guest in my cabin, instead of zee ozer way around."

"It's a hard service," I said, not willing to admit that Capitaine LeHelm had actually been having the better of me in our engagement until reinforcements arrived.

I offered my prisoner some of my best port, which he accepted gratefully. But when he pointed out that he had much better spirits aboard Ion, I signaled for our last boat (all the others having been splintered in the action) to ferry over the contents of LeHelm's wine locker, and soon we were enjoying a fine '96 Bordeaux.

It was hard to tell what it was

about Capitaine LeHelm, but I felt a strange liking for the man. I hasten that buggery is poor sport at sea or ashore, and on my ship it is a flogging offense. Still, there was something about him that would not answer.

"You will please take the surgeon's cabin for the rest of the voyage," I invited my prisoner. "It has a hanging cot and will be much more comfortable than the orlop brig hammocks where we would normally confine captured officers. Our surgeon will be quite busy for the next few days, and I daresay he will not even notice where we have him sleep, if he sleeps at all."

Capitaine LeHelm proved to be an excellent conversationalist, and we spent many hours discussing politics, geography, war and peace, and the natural sciences as we sailed out of the Mediterranean and back toward the Channel, our blockade duties having been relieved by the Colloidal, another ship-of-the-line.

Our action was not over, however. Shortly after rounding Cape Finesterre, we encountered a large flotilla of the Spanish fleet in an open roadstead near Corunna.

Being severely outnumbered by the Spaniards and still somewhat short of undamaged spars, it would be sufficient to sail close enough into the bay for reconnaissance purposes, and then leave hastily without engaging in battle. With a light sea breeze building, we would stay to windward of the Spanish fleet and never come within range. Unlike LeHelm's very weatherly Ion, I was confident that the high and unwieldy Spanish ships would have no chance of outpointing us.

The wind then took upon itself to die completely, the sea breeze having failed. To my horror, I then discovered that the tide was at a brisk flood and taking us into the roadstead. If nothing were done, it would carry us right under the guns of no less than four Spanish warships, and they did not have to so much as weigh anchor to claim us as an easy prize. I started to call for the sweeps, but remembered that we only had one gig remaining, all our good pulling boats having been destroyed by LeHelm's guns.

The sheet anchor might have saved us, but two more Spaniards appeared under sail directly uptide, having lost their wind some time after we had becalmed. These were big first-raters, and if our anchor held they would drift

MAX EBB

down upon us in short order.

The tide carried us ever closer to the anchored fleet as the hours passed, and we prayed for a wind line or even a cat's paw of breeze — all the while we could see our faces reflected in the glassy surface of the roadstead, the water was so calm. I had our carpenter attempt to rig a staging so that we could use the sweeps from the ship. At least this way we could present our broadside to the first Spaniard to come within range.

Capitaine LeHelm, whom I allowed on deck under marine guard, then made the rather audacious assertion that we could easily avoid the enemy if we followed his advice.

"By what manner?" I asked. "The Spanish fleet is anchored directly down-tide of us. If we anchor, the ships drifting down from uptide will have us for supper forthwith."

"We can drag zee anchor in zee direction we choose," he informed me. "You see, eez like, every hull makes zee force to zee side, and zee force to zee stern. I call zem leeft and drag.

Just like a boat can sail to zee wind, with leeft and drag from zee sails and leeft and drag from zee hull. We can also sail across zee bottom, using leeft and drag from zee hull as if it is zee sails, and lift and drag from zee bottom as if it is zee water."

"Well, my Capitaine LeHelm, my choices are to try your cockamamie idea, or lose my ship. What do we have to do?"

He instructed our sailing master to send over the smaller of the two bower anchors, but using a light cable rather than the main anchor chain. And it was important, he said, that we had to be ready to haul the rode back in with our main windlass. He also wanted us to rig a floating bridle line on a block, so that we could trice the rode to the stern to affect a pull as if the rode were attached amidships.

All the ship's afterguard, and most of the men on deck, had their eyes on the French Capitaine as the rode payed out and took hold.

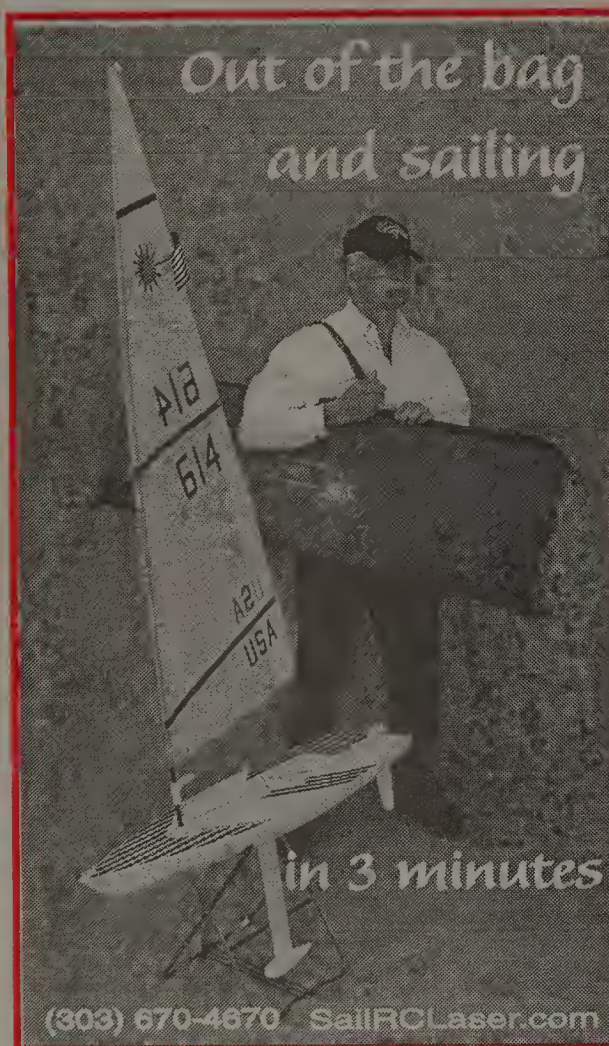
"Helm to — how-you-say — 'lar-board', so that we go zees way," he

said, pointing offshore to starboard.

The ship answered the helm and began to swing to starboard, pulling the anchor rode around so that it was now pulling the anchor to seaward. LeHelm then asked for scope to be shortened up a little, and we could all feel the bumps and jolts as the anchor alternately slipped and caught on the uneven bottom.

"Now zee bridle line," he instructed.

We hauled in on the stern bridle. This brought the anchor line further to the larboard side of the ship, so that the ship would pull the rode more in the seaward direction from the anchor. When we started to drift too fast to traverse the desired course, he called for more rode to be payed out. With some adjustment, we achieved the desired result, and drifted at least four and a half points to seaward of the direction of the tide — and to seaward of the small islands that protected the roadstead. We remained just out of range of the anchored Spanish fleet, and neatly evaded the large ships uptide. They took some shots as we

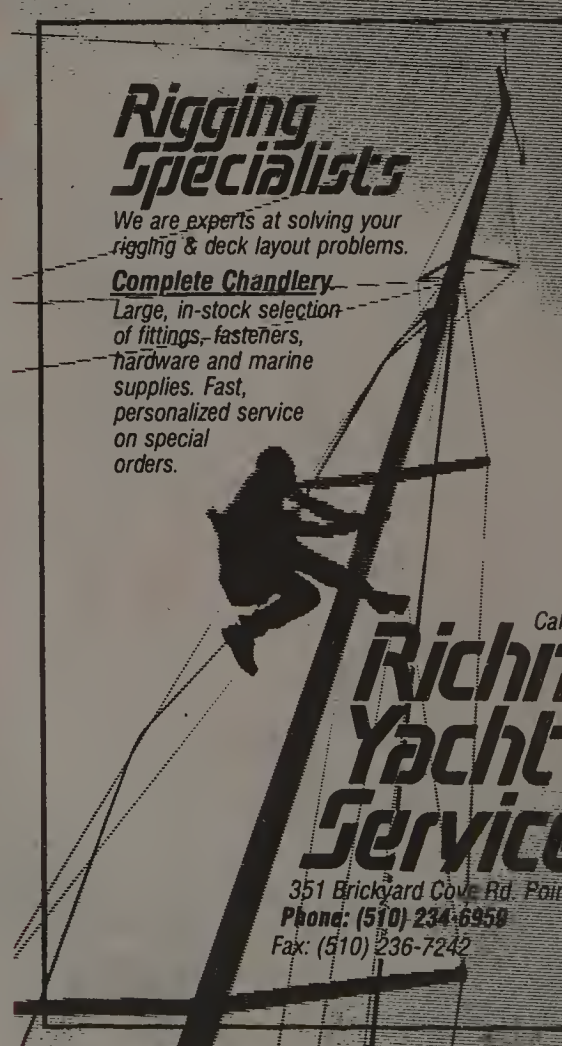


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— THE SMALL SIDE OF THE WORLD

passed, but only landed two lucky hits which caused little damage and killed only one marine.

By evening, a land breeze had come up, and we pressed on all sail to escape any Spaniards that might have set out in pursuit. We had seen enough of their fleet for one day, and had a good accounting of their strength and disposition to report.

“Max!” said a voice in a loud stage whisper, bringing me forward in time and space back to the reading room of the naval library. She had been calling my name repeatedly to get my attention. Even at a whisper I could recognize that voice, although it was a voice I never expected to hear in England on a business trip. It was Lee Helm, of all people, grad student at the University back home and occasional crew on my sailboat.

“Oh, sorry Lee, I was just so absorbed in this issue of the *Naval Chronicle*, I didn’t even hear you. What are you doing in England?”

“Winter work term,” she said. “I’m a research assistant at the model tank in St. Albans, just for a month between semesters. But like, today I’m researching a long-lost ancestor. I think her name was Madame LeHelm. She disappeared in 1801, and might have gone to England. I’m looking for passenger manifests. In those days it would have been, like, very unusual not to record the name of a woman passenger of her standing.”

“Interesting,” I answered thoughtfully. “Do you know if she liked sailing?”

“Very funny, Max. No, I don’t have any real info about her. Just that she was from a well-off family in France—I mean, like, loaded, actually, and that somehow they were not, like, all beheaded during the Revolution. And that she just dropped out of society without a trace.”

“Start here,” I suggested, showing her the dusty old volume, “with the blockade of Toulon. But first I have to finish reading the last part of this entry.”

Lee looked confused. She was searching for passenger lists, not naval heroes, but she waited patiently while I finished reading.

The remainder of the voyage was uneventful, save for the good company of *Capitaine LeHelm*, and we anchored near the navy yard at Plymouth to wait for a turn at the refit docks. It was to prove a very long wait, for indeed the peace treaty had been signed and there would be slow movement on naval weaponry. Far worse, our capture of the *Ion* had occurred on the same day that the treaty was signed, so I would likely lose my share of the prize. Also, *Capitaine LeHelm* was no longer a prisoner of war and was to be repatriated immediately.

“Bon chance!” I hailed as the *Capitaine* stepped down the ladder and into the waiting cutter, no longer under marine guard. It was a sad parting, and I would miss my long discussions with *Capitaine LeHelm*.

I could only wonder, as I observed *Capitaine LeHelm* being rowed across the harbor, whether I was the only cove in the world’s two greatest navies who knew that the craft I was watching did not have a centerboard.

— max ebb



The advertisement features a large, bold red logo for "RONSTAN" with a stylized sailboat icon integrated into the letter 'O'. Below the logo is the brand name "Frederiksen" in a red, italicized font. The background is a collage of images showing sailboats on the water and various sailboat components, including sails, rigging, and hardware, arranged in a grid-like fashion. The overall theme is sailing and boat maintenance.

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CREW LIST 2003

When a new acquaintance finds out we work here at *Latitude*, the first comment is almost always the same: "Wow, what a great job. You must get to do a lot of sailing, huh?" Our response is yup, it is a great gig, but you'd be surprised how much sailing we don't do. Yeah, yeah, we get offered the jun-

I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

BOAT TYPE / SIZE: _____

I / WE PLAN TO RACE:

(check as many as apply)

- | | |
|--|--|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 2003 TransPac | d) _____ Specialty Events
and/or occasional YRA |
| 5) _____ Coastal Race(s) | |
| 6) _____ Mexico Race(s) | e) _____ Beer Cans |
| 7) _____ Baja Ha-Ha Cruiser's Rally (late October) | f) _____ Anything & everything |
| 8) Other _____ | |

I / WE WANT CREW:

- 1) _____ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) _____ With at least one full season of racing experience
- 3) _____ With more than three years experience
- 4) _____ Willing to do occasional maintenance/repairs
- 5) _____ Willing to do occasional lunches/galley duty

I / WE RACE:

- 1) _____ Casually. Winning is nice, but let's keep it fun.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I/we don't like to lose.

Mail completed form and \$5 to: *Latitude 38*, Attn:
Racing Crew List, 15 Locust Ave., Mill Valley, CA 94941 by
FEBRUARY 15, 2003.

the Bay on our motorboat taking pictures of you. During a good chunk of every month, we simply don't have time to go sailing — and the weekends are often the worst!

Of course, we're not trying to BS you into believing we sit forlornly on docks, chained to our keyboards. Opportunities not available to the average sailor present themselves here from time to time, and we continuously thank our lucky stars that we can take advantage of some of them — which we often do while *you guys* are working.

Anyway, before we lose our train of thought completely, the point we're trying to make is that even people with goofy schedules and no boats can do just the kind of sailing they want, when they want. They just have to use this, the biggest and most diverse Crew List we publish all year.

It really can't be easier to use. To begin, check out the forms on these pages and find the one that most closely suits the type of sailing or sailors you're most interested in. For example, if you started sailing recently and are really enthused about jumping in with both feet, you'll likely want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons, you'll probably be most interested in the "Looking for Cruising Crew" form. For those in between — daysailors looking for boats or crew, people looking for other folks to co-charter with them, or even boat owners willing to 'swap' boats in other areas of the country or world — there are categories for you, too.

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM / WE ARE:

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay, but leave any kids home
- 4) _____ Kids okay as long as you can control them

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by **MARCH 15, 2003.**

kets, and we sail our own boats, and the better sailors among us get regular invites on various races — but as often as not, we have to politely decline all three of those pleasures. The fact is, while most sailors are out having their way with the Bay, we (cue violins) are either in the office writing about you, or out on

Once you find the form that best suits your fancy, fill out as much information as you can as accurately as you can. Then enclose the form with the appropriate advertising fee in an

envelope and send it to our office.

Once we receive the forms, we compile them into two Crew List articles in the March and April issues. The March one will

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM / WE ARE:

(check as many as apply)

- 1) _____ Single 4) _____ Would like to bring kids
2) _____ Couple 5) _____ Going sailing to escape the kids
3) A group of _____ (state number) friends interested in sailing

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be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat Swapping Crew Lists. In both issues, we'll publish the names of everyone who sent in a form, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists contain hundreds of names of people of both sexes, all ages and all experience levels. If you're a boat owner and can't find crew here, well, maybe it's time you got that leprosy taken care of.

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. If you sent in a form yourself, you'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers. Also, on April 9, we'll have a big Crew List Party, where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of some like-minded people. Any way you look at it, the Crew List experience is pretty much a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: The *Latitude 38* Crew List advertising supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warranty or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

Now that the lawyers are happy, here are some tips and suggestions to help you get the most out of 'Listing':

- *Be Honest.* This is probably the most important 'rule' of all.

I / WE WANT TO CREW ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I / WE WANT TO RACE:

(check as many as apply)

- 1) _____ San Francisco Bay 4) _____ 2003 TransPac
2) _____ Monterey/Santa Cruz 5) _____ Coastal Race(s)
3) _____ Ocean Races 6) _____ to Mexico (Nov)

I / WE PREFER:

- 1) _____ Boats under 30 feet 4) _____ Dinghies
2) _____ Boats over 30 feet 5) _____ Multihulls
3) _____ Specific class or design _____

MY/OUR EXPERIENCE IS:

(Check/circle where appropriate)

- 1) _____ None
2) _____ A Little: a) Little or no racing, little other sailing experience;
b) Little or no racing, one or more years of general sailing;
c) Little or no racing, lots of cruising and/or daysailing
3) _____ Moderate: a) Less than one full season; b) Out of area racing experience, but, am unfamiliar with local conditions.
4) _____ Mucho: a) One or two full local seasons; b) One or two long-distance ocean races; c) Years of Bay and ocean racing

Other pertinent experience: _____

I / WE WILL:

(check as many as apply)

- 1) _____ Help with the bottom, do maintenance — anything!
2) _____ Play boat administrator, go-fer
3) _____ Go to the masthead to retrieve the halyard at sea
4) _____ Navigate, I've got lots of experience
5) _____ Do foredeck, I've got lots of experience
6) _____ Do grinding, I've got muscle
7) _____ Do lunches/provisioning

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Don't artificially inflate your experience or skill level. It's bad karma, for one, and — on a racing boat especially — it will come back to bite you. We don't mind sailing with BS'ers, as

CREW LIST 2003

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt preparing the boat
- 3) _____ Have more desire than experience
- 4) _____ Have lots of ocean experience
- 5) _____ Know more about offshore navigation than just pushing buttons on the GPS
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Have language skills: a) Spanish, b) Other: _____
- 8) _____ Other skills (woodworking, scuba, etc.) _____
- 9) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) _____ Look good in a bikini/speedo/birthday suit
- 11) _____ Understand and appreciate Jim Carrey's humor.

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MARCH 15, 2003.

long as they're honest ones.

• Along the same vein, *little or no experience is not always a disadvantage*. If you're looking for a boat on which to crew, you newbies out there have as good a chance — okay, *almost* as good — as more experienced hands. If the truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it is his (or her) boat.

• *Be realistic about the commitment*. Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' principle in action. Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing out there is racing. Tons of behind-the-scenes work goes on in

I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) _____ Lots. Several long ocean passages

I / WE WANT TO CRUISE:

(check as many as apply)

- | | |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and/or Delta | 8) _____ Caribbean |
| 2) _____ Monterey Bay | 9) _____ Mediterranean |
| 3) _____ Southern California | 10) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |
| 7) _____ Antarctica | |

I / WE CAN OFFER:

(check as many as apply)

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) _____ Elbow grease for bottom work, varnishing and upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini/speedo
- 7) _____ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) _____ Other skill(s): _____

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any successful racing campaign, and most of it ain't out on the race course. It's done at the dock, on the trailer or in the yard. And as part of the crew, you'll likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for various fleets literally every single weekend of the summer. Whatever the schedule of your boat's fleet, you as crew will be expected to show up on time and in working order

I / WE WANT TO CO-CHARTER

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring, summer, fall, winter) _____ of 2003.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ With my/our well-behaved kids, age(s) _____
- 6) _____ A smaller (30 to 40 ft) boat with one or two other people
- 7) _____ A medium (40 to 50 ft) boat with four to six other people
- 8) _____ A large (60 ft or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other: _____ |
| 5) _____ Hawaii | |

Mail completed form and \$5 to Latitude 38, Attn: Co-Charterer Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2003.**

I / WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT FROM PHONE: _____

WHERE AND WHEN:

My/our boat is a _____

I/we would like to swap boats with the owner of a similar vessel

in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.) _____ area.

I/we would like to cruise this area for about _____ weeks in the month of _____, 2003.

Mail completed form and \$5 to: Latitude 38, Attn: Boat-Swapping Crew List, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2003.**

other opportunities will develop.

• *Be realistic about deadlines.* We must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. These dates are not arbitrary. If we don't have the forms in our hot little hands by then, your name won't go in. Your name will also not go in if the \$5 advertising fee isn't included with the form. (Please note that starting this year *all forms* in all categories require a \$5 fee.) In case you forget, all the pertinent information is at the bottom of each Crew List form.

• *Women Crew Listettes.* Women taking part in the Crew List are encouraged to use first names only — and some form of screening responses such as email addresses, voicemail or fax numbers. If you are a woman, you *will* get calls (some women have reported getting calls years after their names appeared), and it will just be more convenient if you don't use a home phone number.

• *One person per form please* — unless you are offering your skills or services as a couple-only and don't wish to be considered individually. Hey, we've been in love; we know how great it can be to share an adventure like cruising to a faraway land together. If you need more forms for friends or whatever, just make copies of these.

Well, that's about it. We plan to rerun the forms next month, but we strongly encourage you to use these and get them in early. Why? Because, for one thing, we've been known to forget to run the forms the next month. Probably because we were so exhausted from writing and photographing all the fun you guys were having out there without us.

for each race unless you call ahead *well* in advance to let your mates know about changes in plans.

In a related tenet, even if you discover halfway through the season that racing's not really your cup of tea, tough it out with a good attitude until the end. The sailing community is a small one, and once you establish yourself as a dependable player,

THE RACING

With reports this month on Bay Area participation in the upcoming Key West Race Week; five midwinter regattas; and a smattering of race notes at the end. Happy New Year to everyone!

Key West Race Week

The sweet 16th edition of Key West Race Week, sponsored for the second year by Terra Nova Trading, is coming up fast on January 20-24. Last year, 321 boats competed, representing 33 different states and 14 countries — and the numbers this year are looking similar. The word is out — 'Key West' is easily the best regatta in the country, and perhaps among the best in the world.

As usual, the Bay Area will be well-represented in the Conch Republic next month. Here's the crew list and quick scouting report on the ten NorCal boats that will be racing:

Rosebud, R/P TransPac 52 — Owners Roger and Isobel Sturgeon, Jack Halterman (boat captain), Kevin Miller, Gary Evans, Brent Ruhne, Glenn Han-

apple Cup (to Montego Bay), SORC, the Great Lakes circuit and more.

Gone Too Farr, Farr 40 — Dave Carrel, Canadian Olympic dinghy sailor Jason Rhodes (tactician), Carlos Badell (boat captain), Will Matievich, Paul Dixon, and three foreigners. "It's an international crew this year," explained Badell. "We have two Brits, two Canadians, and an Argentine." Carrel, who recently sailed in the Worlds at Nassau's Atlantis Resort, will be sailing GTF for the second time at Key West.

El Ocaso, J/120 — Rick Wesslund (owner), Barry Lewis (co-charterer), Tim Duffy (tactician), Bobby Brooks (boat captain), Bryan Murdock, Randy Bigony, Russ Mabardy, Wade Declaris, Matt Gingo and Charlie Griffith. The anticipated J/120 one design class didn't pan out, so *El*



Roger Sturgeon's 'Rosebud' will be on the road most of next year. The TP-52 designs are great, but the class seems to have fizzled.

sen, Pepe Parsons, Malcolm Park, George Wheeler, Patrick Whitmarsh, Paul Allen and several East Coasters. *Rosebud* will be on the road until the Big Boat Series, off on a fun schedule including the Ft. Lauderdale-Key West Race, KWRW, Pine-

Ocaso will be racing under PHRF.

Masquerade, J/105 — Tom Coates, Mark Chandler (tactician), newlywed Jim Fisher, Steve Marsh, Brandon Paine (now from New York) and Tim Scherer. Coates, who runs a lavish two-boat campaign (one J/105 on each coast), has gathered his varsity team for another shot at the KWRW crown. *Masquerade* opened the J/



105 NAs in Chicago last September with two bullets, and could have won that series except for foul trouble. They should be a strong trophy contender at Key West.

Zuni Bear, J/105 — Shawn Bennett (driver), Rich Bergmann (co-owner), Ian Charles, Tom Purdy, Adam Sadeg and one more TBA. This isn't *Zuni*'s normal lineup, but they will still be a real threat. Like *Masquerade*, this boat came perilously close to winning the NAs until they got in foul trouble. Last year at Key West, *Zuni Bear* took J/105 'Boat of the Day' honors twice but again succumbed to foul trouble, costing them victory (or surely a spot on the podium) when the throwout option was abandoned due to losing six of the eight scheduled races to no wind. (Note to Shawn: Stay out of The Room!)

Pegasus-I, Melges 24 (#510) — Philippe Kahn, Mark Reynolds, Zan Drejes and Doogie Couvreaux. Philippe has put his big boat, the R/P 74 *Pegasus*, on the hard until the TransPac, and will be concen-

LATITUDE/ROB



WALTER COOPER

Dave Carrel's 'Gone Too Farr', seen above at the 2001 Key West Race Week, is the only Bay Area Farr 40 entered this time.

trating on his Melges program. He was 30th last year at KWRW with more or less the same crew (Zan is replacing Brian, who moved to Shark's boat), and you can bet both Kahn and Reynolds, who is hot off winning the Farr 40 Worlds, will do better this time.

Pegasus-II, Melges 24 (#492) — Thirteen-year-old Shark Kahn, Mark 'Crusty' Christensen, Richard Clarke, Brian Hutchinson and Brian Lee (Philippe's nephew). Last year, skipper-of-record Shark was 26th, but Mo Hart did the actual driving — how rude to beat your dad/boss/uncle! This year, Shark will be driving — making him the youngest person ever to helm a boat at Key West.

Grinder, Melges 24 — Jeff Littfin (driver), Steve Pugh, John Collins and one more TBA. Littfin and Pugh, who co-own the J/105 *Wind Dance*, thought about

chartering a J/105, but decided it would be easier to reactivate Littfin's Melges, which hasn't sailed much since the late Mike Condon chartered it for KWRW last year. "We're looking forward to a high fun-meter winter escape," claimed Jeff.

Sofa King Fast, Melges 24 — Bret Gripenstraw (co-owner), Dennis Bassano, Jr. (co-owner/driver), Dennis Bassano, Sr., and Mario Golsh. Bret and Dennis the Younger will take delivery of a brand new Melges 24 at Key West, and each has put his other boat on the market — Bret is selling his first Melges, *Mary Don't Surf*, while Dennis (and his two partners) are selling *Summertime*, the legendary Moore 24 prototype. Last year, Bret and Dennis sailed at KWRW on Peter Dalton's Melges 24 *Minor Threat*, and had so much fun they had to come back! **Sofa King Fast** (which is not sponsored by a sofa company — hint: say the name fast!) will stay in Florida through the SORC.

#441, Melges 24 — Bill Wright (driver,

co-charterer), Tim Fay (co-charterer), Peter King (tactician), Campbell Rivers, and Andrea Cabito, who conveniently weighs only 100 pounds. Multiple boat owner Wright (1D-35 *Zsa Zsa*, Bianca 414 *Sundog*, and a Vanguard 15) and Fay, who co-owns Melges #525 with Seadon Wijsen, have teamed up for the regatta. Wright has been to the show three times before with *Zsa Zsa*, while Fay is going for the first time.

Of course, lots of other local sailors will be scattered around among the fleet, among them Chris Shining (*Trouble*, Mumm 30), Seadon Wijsen (*Groovederci*, Farr 40), Jeff Madrigali (*Heartbreaker*, Farr 40), Scott and Jill Sellers and Liz Baylis (*Surprise*, Mumm 30) and probably a dozen others.

Southern California will also be ably represented at KWRW, with at least nine boats in attendance: two Andrews TP-52s (*Victoria 5* and *J-Bird III*), three Farr 40s (*Groovederci*, *Samba Pa Ti*, and the new *Warparth*), the B-32 *Defiance*, the B-25 *Blur*, and two Melges 24s (*Monsoon*, *Rock 'n Roll*).

Follow the action at www.premiere-racing.com. Good luck to all!

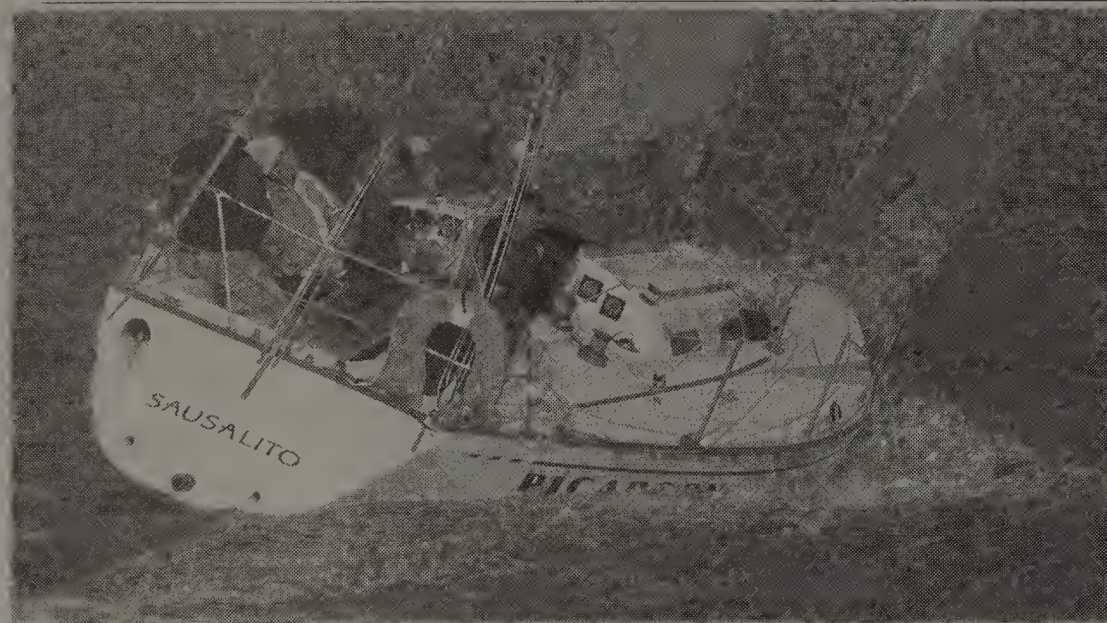
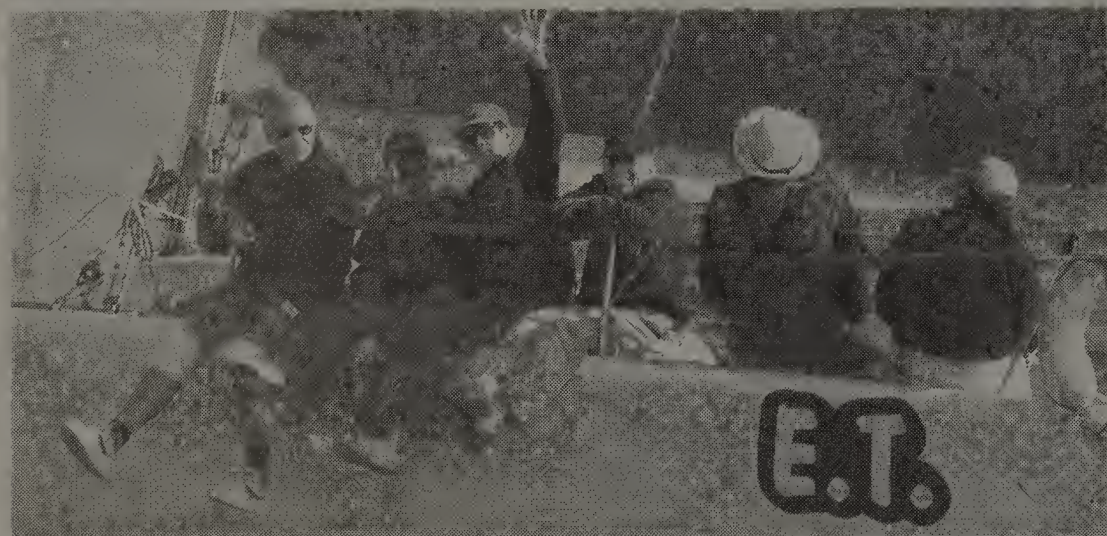
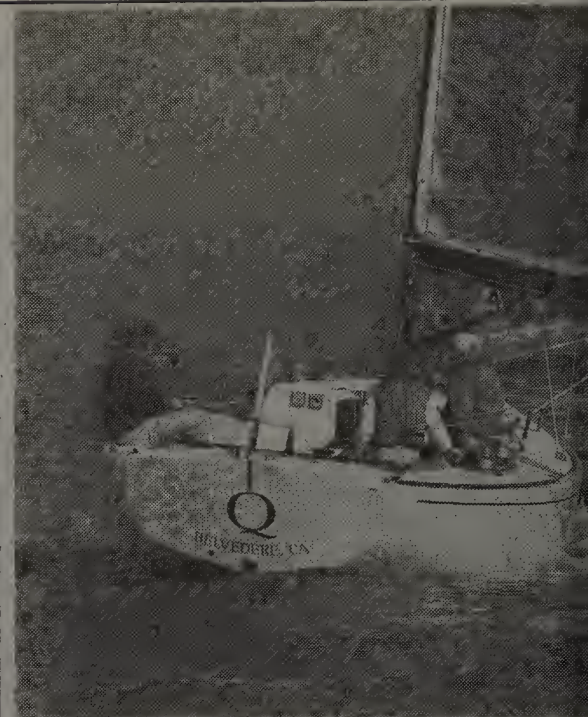
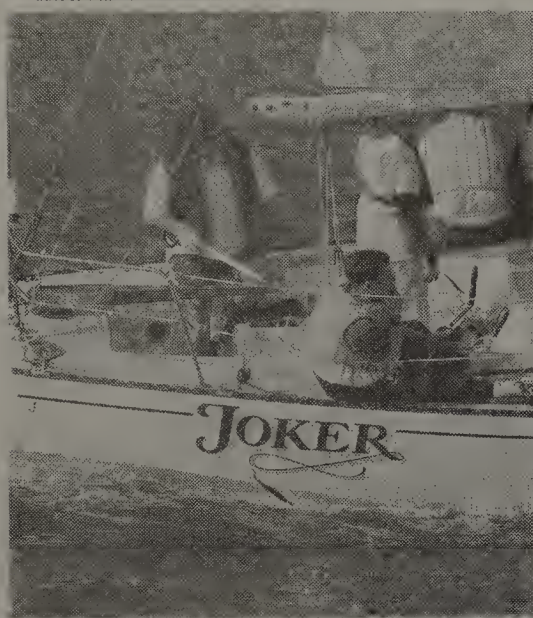
Sausalito YC Midwinters

The second race of Sausalito YC's low-key Midwinter Series was sailed on Sunday, December 1. Thirty-eight boats showed up at the Little Harding starting area at noon, only to wait over an hour for enough wind to get going. A gentle northerly — just enough to overcome a big ebb — finally filled in and the classes were sent off on two laps around Knox Buoy and Yellow Bluff.

The 5.8-mile course involved just straight-line sailing — there was no tacking or gybing other than to go around marks. "It wasn't the most interesting race, but it was the best course we had for the conditions," said regatta chairman Tim Prouty. "At least it was warm and sunny, and I think everyone was happy just to be able to go sailing."

Hans Bigall's Moore 24 *Mortal Combat* and Joel Kudler's Knarr *Nordlys* each won their divisions for the second time. After two races, Division A is a three-way tie between *Absolute 02*, *Joker* and *ET*, while Division B is also a three-way tie between *Q*, *Carlene* and *Lynx*. How the latter two boats, both WylieCat 30s, snuck into the non-spinnaker division is another story.

The J/105s had two races, continuing the format they established at last summer's Tuesday Night Series. Eden



Kim's J/105 *Whisper* took the day with a 2,1 outing, and would have gone 1,1 but rounded Knox Buoy the wrong way while leading by a wide margin. "It took us half-way to Yellow Bluff to figure out that when a reverse course is signalled, you take the marks the other way," explained Kim.

DIV. A (< 145) — 1) **Absolute '02**, Sydney 38, Keith MacBeth; 2) **Picaron**, Santana 35, Mike Melin; 3) **Joker**, J/35, Gordon Smith; 4) **Razzberries**, Olson

Scenes from the Sausalito YC Midwinters, clockwise from upper left — A bunch of 'Jokers' on a J/29; the Coronado 27 'Dulcinea'; Hank Easom at the helm of 'Q'; the race committee aboard 'Mercury'; foredeck convention on 'Perezoso'; the Santana 35 'Picaron'; and an 'E.T.' sighting.

34, Bruce Nesbit. (8 boats)

DIV. B (> 145) — 1) **Mortal Kombat**, Moore 24, Hans Bigall; 2) **SouLatitude**, J/24, Jonathan Hagerman; 3) **Mr. Toad**, J/24, John Hunt; 4) **Sunda**, Custom Seaborn 35, Robert Rogers. (8 boats)

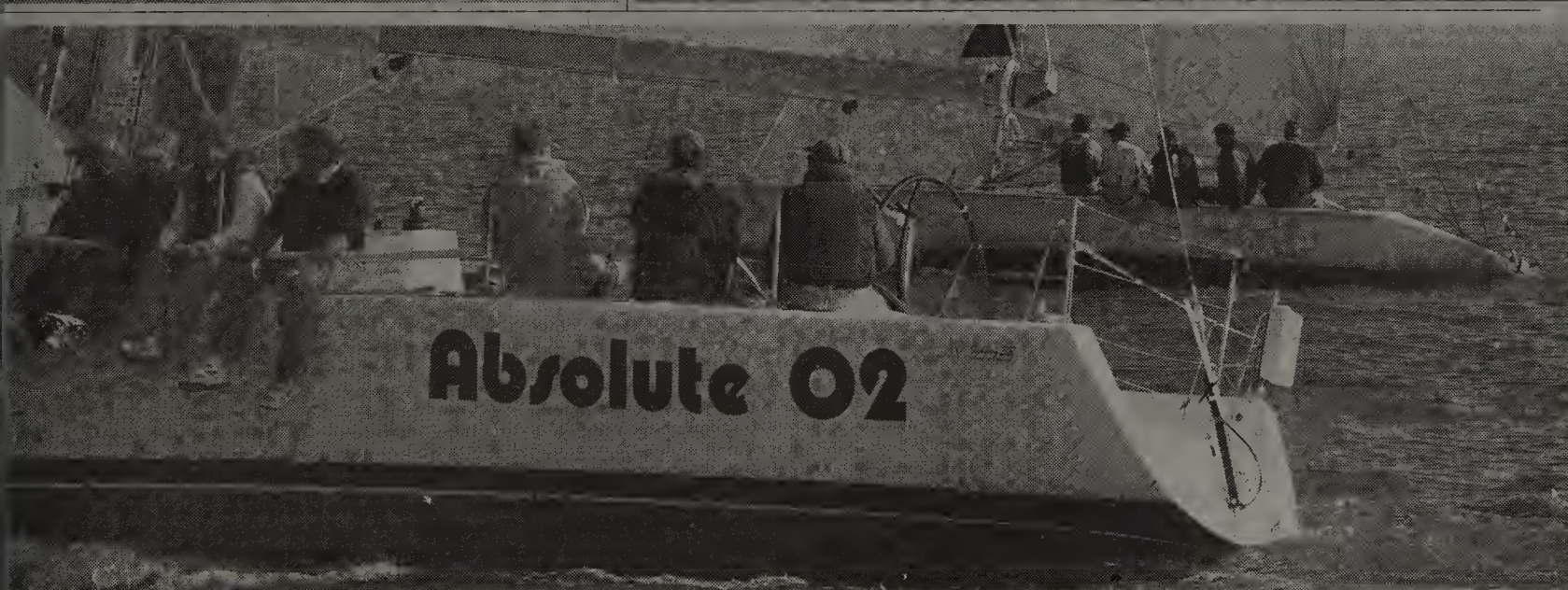
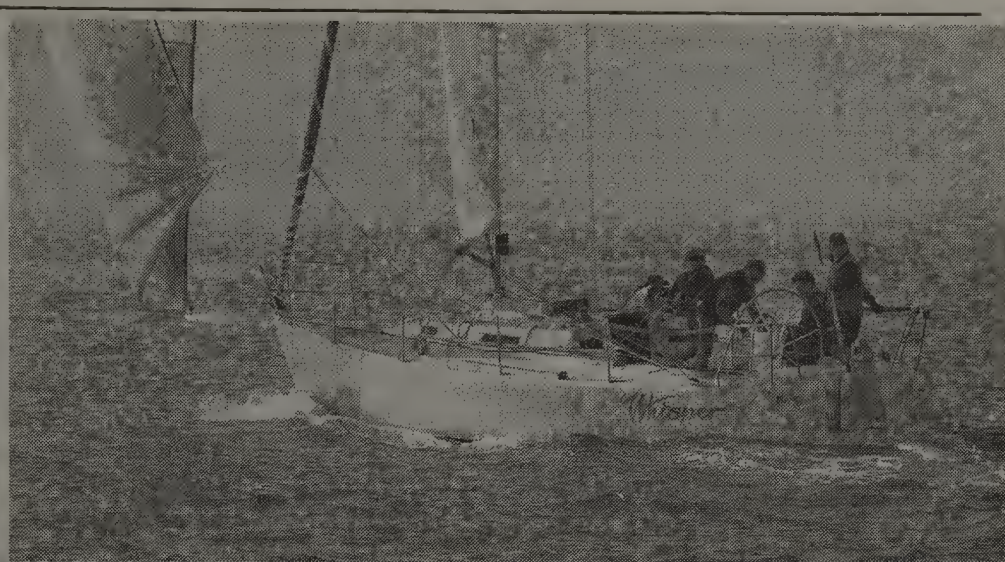
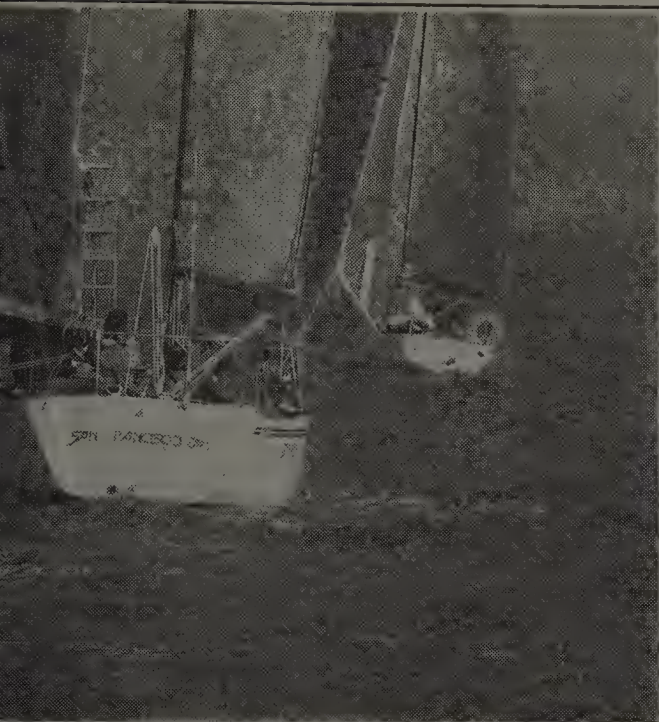
DIV. C (non-spinnaker < 185) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Lynx**, WylieCat 30, Steve Overton/JP Plumley; 3) **Carlene**, WylieCat 30, Fred Soltero; 4) **Youngster**, IOD, Ron Young; 5)

Roeboat, Catalina 30, Rod Decker. (11 boats)

DIV. D (non-spinnaker > 185) — 1) **Nordlys**, Knarr, Joel Kudler; 2) **Interlude**, Cal 2-27, Ken Crowe; 3) **Fledgling**, Golden Gate, Michael Bonner; 4) **Homus**, Ericson 27, Josh Dvorson. (8 boats)

J/105 — 1) **Whisper**, Eden Kim, 3 points. (3 boats; 2 races)

Full results — www.syconline.org



Sausalito YC Midwinters, cont'd — Eden Kim's 'Whisper' is the hottest J/105 racing this winter; the Tartan Ten 'Gammon' is a stalwart at SYC club races; the Sydney 38 'Absolute 02' drives over the 11:Metre 'Team Iverson'; and the Newport 28 'Juno' rounds Knox buoy. All photos 'latitude'/rob.

Farr 40 Midwinters

The second of five scheduled weekends of Farr 40 midwinter racing took place on December 7-8. Five boats showed up for the scrimmage, and even some out of town sailing royalty — North Sails designers Andreas Josenhans and Dave Hirsh, both from the Connecticut loft — participated.

In fact, they were on hand for most of the week, using Peter Stoneberg's *Shadow* as a platform for developing their new 3DL carbon fiber (as opposed to kevlar) sails.

Encinal YC race manager Jeff Zarwell ran the regatta, which whiffed on Saturday due to no wind. All five boats milled around the starting area near the Berke-

ley Pier for several hours before calling it a day — an unfortunate waste of about 50 people's time. Ironically, just a few miles away, the Golden Gate YC Midwinters — which inadvertently was responsible for creating the Farr 40 Midwinters two years ago — found enough breeze to get in a race, albeit barely.

Sunday was a different story for the Farr 40s, with six quick races and a lunch break squeezed into a four-hour period.

THE RACING

All races were windward-leewards in a 10-14-knot northwesterly, with two of the races going around twice. The racing was close, though *Shadow* apparently was clearly faster and, in the lower-key spirit of the midwinters, did some voluntary penalty turns which kept them from winning.

"We were lucky to get in all six races," said Zarwell. "We were all pretty beat at the end of the day, but I also think everyone was glad to make up Saturday's lost races."

The first three races of the day counted as Saturday's makeups, with *Slingshot* and *Non Sequitur* tying for the 'daily' win. *Astra* had the best record in the last three races, which were designated as the Sunday series. Under the convoluted scoring system — which converts each day's three races into a daily overall score, i.e., *Astra* gets one point for winning Sunday, second place gets two, and so on — the cumulative standings to date, without throwouts, are as follows:

1) *Non Sequitur*, Dick Watts & Tom Thayer/Will Paxton, 10 points; 2) *Shadow*, Peter Stoneberg/Andreas Josenhans, 11.5; 3) *Wired*, Rob Weed/Pete

But in November, a storm-related power outage in Point Richmond torpedoed attendance on Saturday. Last month, piling insult on injury, racing on Saturday, December 14, had to be called off entirely due to high winds.

By all accounts, however, Berkeley YC did the right thing by cancelling the Saturday series. They also have perfected a clever way to call it off — on their website was a 'notice to racers' stating that if NOAA posted gale warnings (34-47 knots) for San Francisco Bay at 7:30 a.m. the morning of the race, then the race was automatically cancelled. The BYC site even had a hot link to NOAA's forecast, a nice touch. Hundreds of racers were able to hop on the internet, determine the race's fate, and go back to sleep — including race chairwoman Bobbi Tosse. "In the old days, my phone would've rung off the hook," she claimed.

By Sunday, the forecast was down to small craft warnings. It was windy (20-25 knots from the south), rainy and raw — less than optimal conditions for racing

sailboats. Another power outage in Point Richmond also contributed to a small turnout — just 23 boats of the 56 entries showed up. They sailed a quick 8.8-miler using 'D' as the upwind axis, and then scurried home. The highlight of the day was a battle between two 168-raters, Phill Mai's Merit 25 *Loose Lips* and Edward Walker's J/24 *Casual Contact*. After 1 hour, 34 minutes of racing, *Lips* nipped *Contact* by one second!

The BYC series will continue on January 11-12, no doubt with better luck. At least the Berkeley Circle was recently put back in order by the YRA Buoy Committee —

'F' and 'G' are back in their proper places, and the Circle is round again.

SUNDAY, DECEMBER 15:

FLEET I (0-99) — 1) *Racer X*, Mumm 30, Gary Redelberger. (3 boats)

FLEET II (102-165) — 1) *Boogie Woogie*, Ranger 33, Michael Yovino-Young; 2) *Bay Loon*, J/29, Joe Ferrie. (5 boats)

FLEET III (168) — 1) *Loose Lips*, Merit 25, Phill Mai; 2) *Casual Contact*, J/24, E. Walker. (5 boats)



More Sunday Midwinter repeat winners — Larry Telford's *Islander 30 Mk. II 'Antares'*.

FLEET IV (171-up) — 1) *Antares*, *Islander 30-2*, Larry Telford; 2) *Starkite*, *Catalina 30*, Laurie Miller. (5 boats)

OLSON 30 — 1) *Hoot*, Andy Macfie. (2 boats)
EXPRESS 27 — 1) *Salty Hotel*, David Rasmussen. (3 boats)

Alameda YC Midwinters

Rascals, bandits and dominatrixes were among the winners of the second Alameda YC Midwinters, held on Sunday, December 8. Twenty-eight boats zipped around the Oakland Estuary in more wind than expected, with the bigger boats sailing a 5.7-mile course and the little ones a 4.4-mile course.

Rooster Sails purveyor Rui Luis topped the most competitive group — the ten boats in Division One — with his custom Wilderness 30 *Rascal*.

DIV. I (0-138) — 1) *Rascal*, Wilderness 30 cust., Rui Luis; 2) *Buzz Light Year*, Capri 30, Rob Woelfel; 3) *True Grits*, Express 27, Jay Montgomery; 4) *Peggy Sue*, Laser 28, John Davis. (10 boats)

COLUMBIA 5.5 — 1) *Bandit*, Chris Shepherd; 2) *Wings*, Mike Jackson (4 boats)

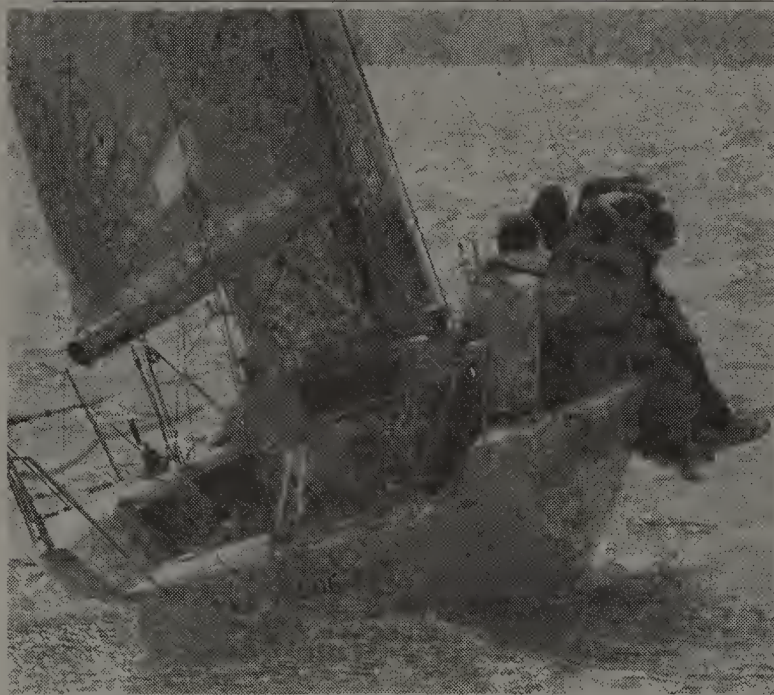
DIV. III (139-189) — 1) *Mirage*, Black Soo, Ben Mewes; 2) *Magic Bus*, Whiting 25, John McKeon; 3) *Lelo Too*, Tartan Ten, Emile Carles. (7 boats)

DIV. IV (190-up) — 1) *Dominatrix*, Santana 22, Heidi Schmidt; 2) *Madness*, Brighton Sprint, John Diegoli. (4 boats)

NON-SPINNAKER — 1) *Knotty Sweetie*, C&C 32, Martin Johnson. (3 boats)

Richmond YC Midwinters

The Richmond YC Small Boat Midwin-



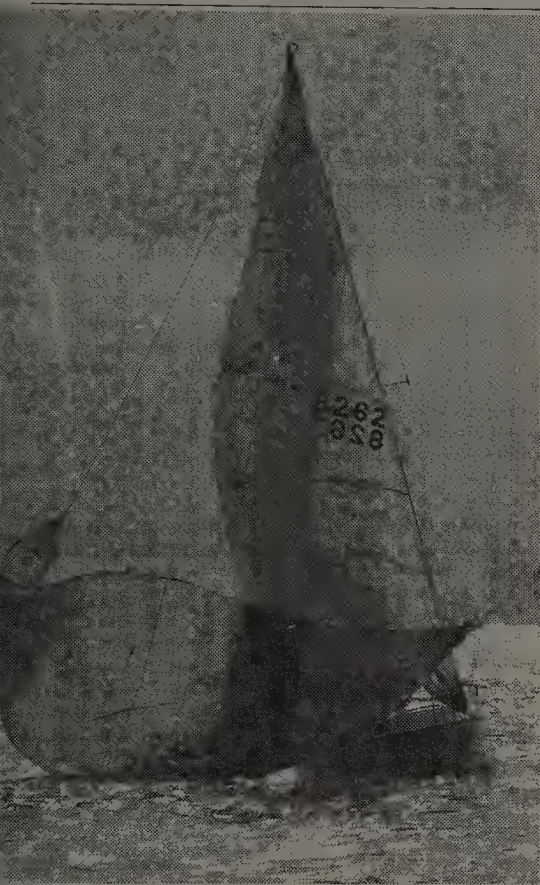
LATITUDE JR

Berkeley Midwinters Sunday Series repeat winners — Gary Redelberger's Mumm 30 'Racer X'.

McCormick, 12; 4) *Slingshot*, Chuck Parrish/Jeff Madrigali, 14; 5) *Astra*, Mary Coleman/Slyvain Barrielle, 16.5. (5 boats)

Berkeley Midwinters

Weatherwise, the popular Berkeley Midwinters has traditionally been one of the luckiest series during the off-season.



Michael Yovino-Young's Ranger 33 'Boogie' at the leeward mark.



David Rasmussen's Express 27 'Salty Hotel'. All shots taken at the November Sunday Series.

LATITUDE JR

pained some diehards to see Optis making inroads on their turf. Cody Nagy, a young Opti ace from Mill Valley, dominated this historic occasion.

As usual, the first weekend (and last) of the RYC Midwinters was paired with Sail-A-Small-Boat Day. According to organizer Gail Yando, about 75 people showed up on Saturday to test-sail 15 different dinghies (though the Ultimate 20 and 24 aren't really 'small' boats). The weather was benign, with hardly any wind — which is actually a good thing for this event. Even so, a few people managed to go swimming — one at the dock!

EL TORO, SR. — 1) Rogan Kriedt, 23 points; 2) Nick Nash, 34; 3) Gordie Nash, 34; 4) Don Jesberg, 39; 5) Max Fraser, 40; 6) John Amen, 44; 7) Paul Tara, 44; 8) Kit Stycket, 48; 9) Chris Nash, 51; 10) Jim Warfield, 53; 11) Vaughn Seifers, 71; 12) Vickie Gilmour, 71; 13) John Padrolski, 72; 14) Claire Dennis, 82; 15) Andrew Morton, 85. (37 boats)

EL TORO, JR. — 1) Will Dennis, 8 points; 2) Alex Gladding, 16. (4 boats)

OPTIMIST — 1) Cody Nagy, 6 points; 2) Finneuk Nilsen, 22; 3) Daphne Arena, 25; 4) Michaela McCloskey, 28; 5) Devon Lindsley, 33; 6) Emma Jesberg, 34; 7) Peter Jesberg, 37; 8) Christopher Jeffries, 46; 9) Tanner Nagy, 49; 10) Billy Reeves, 51. (19 boats)

BYTE — 1) Trish Moratorio, 5 points; 2) Gail Yando, 10. (5 boats)

FJ — 1) Michael Lewis, 5 points. (2 boats)

Surf's up! High and low tide at the entrance to Santa Cruz Harbor. There wasn't a lot of sailing going on down there last month!



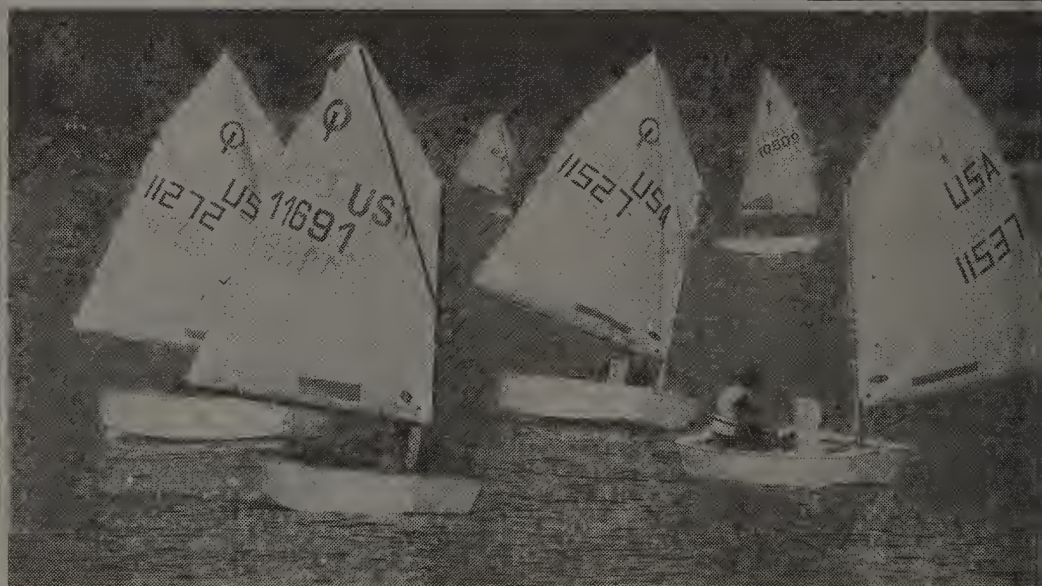
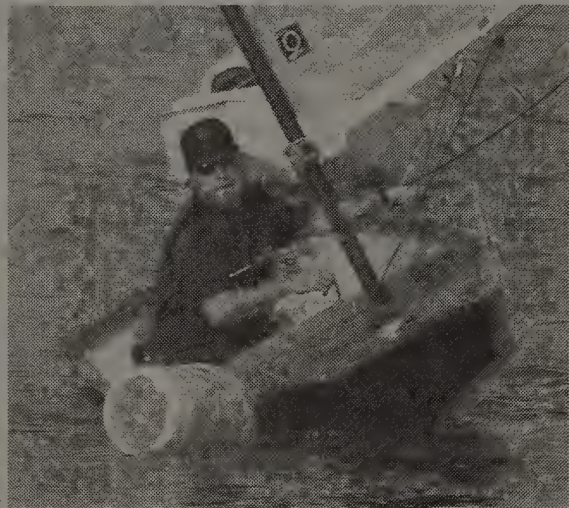
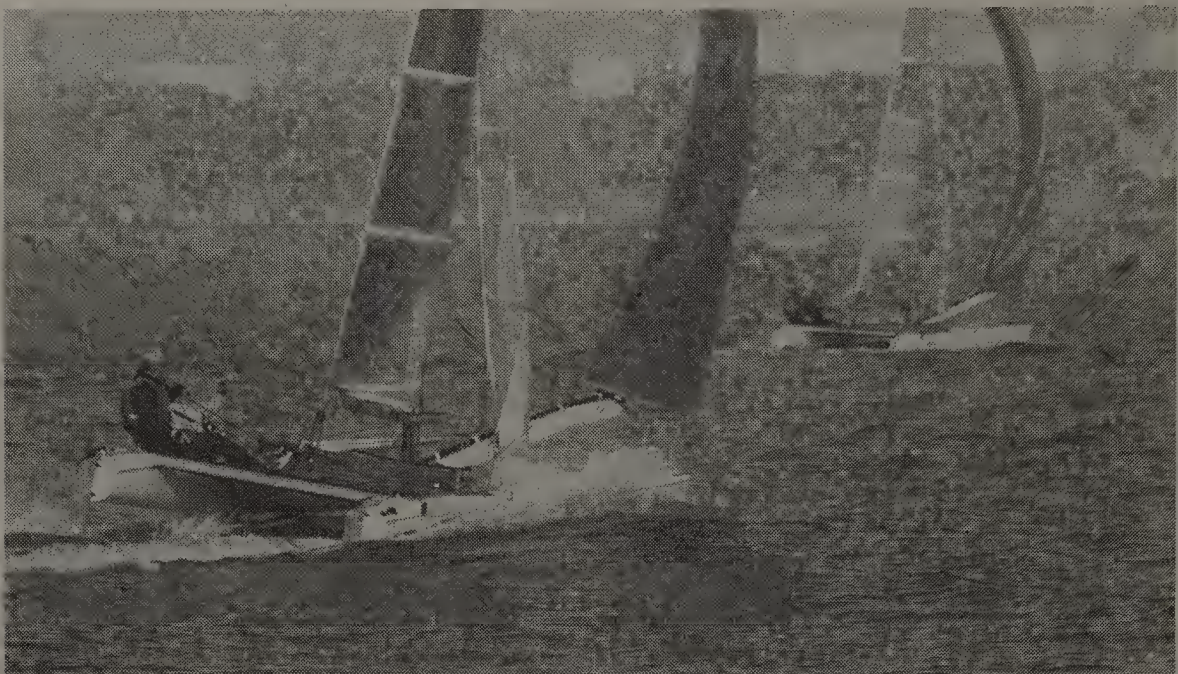
SKIP ALLAN

ters got off to a good start on Sunday, December 8. About 150 dinghies sailed in gray, light-air conditions on three different courses — El Toros and Optis up the channel from RYC; Bytes, FJs and Snipes in the channel in front of RYC; and the rest of the boats on the outer course near Southampton Shoals. The two inside courses got in five races, while the outer course managed three. PROs on the courses were, respectively, Fred Paxton, Dick Taylor and Nick Barnhill.

The series continues to be a mecca for small boats in the winter, offering good racing — great in the larger classes like the El Toros — at a fair price (\$10 for the day, \$30 for the series). RYC kids still sail free, and the hamburger lunch in the clubhouse is still just \$5 (adult beverages, of course, are extra). It's family-oriented, low-key and, due to multiple crash boats, quite safe — all in all, a great way to spend a Sunday afternoon.

New this year — both changes for the better — was finally implementing the 'new' starting sequence, as well as scoring the results on a computer for the first time (and presumably eventually posting them on their website, www.richmond-yc.org). Ed Durbin and Max Hightower get the credit for computerizing the regatta, which apparently wasn't easy due to the multiple circles, multiple races, and casual sign-ups.

Another interesting development was



SNIPER — 1) Joseph Harvard, 10 points; 2) Nabil Shahin, 17; 3) Bill Tieman, 18; 4) Wesley Hrubes, 18. (9 boats)

TORNADO — 1) Skip Elliott, 3 points. (2 boats)
LASER — 1) Matt McQueen, 3 points; 2) (tie) Mark Breen and Tim Russell, 6; 4) Simon Bell, 14; 5) Jens Brock-Utne, 17; 6) Ned Nicolls, 17; 7) Richard Carrick, 21; 8) Connor Dibble, 26; 9) Mike La Port, 27; 10) Davy Morss, 28; 11) Rufus Sjoberg, 28; 12) David Lapier, 29. (25 boats)

I-14 — 1) Lawrence Henderson, 5 points; 2) Joel Truher, 10. (5 boats)

Good times at the Richmond YC Small Boat Midwinters, clockwise from upper left — Dueling Tornado cats; International 14s on a reach; Optis made their RYC debut; silly Wabbits!; a classic Thistle; and Vaughn Seifers in his El Toro. All photos 'latitude'/rob.

INTERNATIONAL CANOE — 1) Del Olsen, 3 points. (3 boats)

CORONADO 15 — 1) Kevin Wasbaner, 4 points; 2) Charlie Quest, 6. (5 boats)

THISTLE — 1) Ron Smith, 3 points. (3 boats)
29er — 1) Bertrand Perroud, 5 points; 2) George Pedrick/Gene Harris, 6. (5 boats)

WYLIE WABBIT — 1) Erik Menzel, 4 points; 2) Colin Moore, 5. (4 boats)

PORTSMOUTH — 1) Curt Rodgers, Banshee, 3 points; 2) Mark Dawson, Banshee, 11; 3) Byron Jonk, Sunfish, 12; 4) Roy Jordan, Sunfish, 12; 5) Bob Cronin, Sunfish, 15. (10 boats)

Race Notes

Sale boat of the month: Long Beach sledman **Doug Baker** recently sold his successful Andrews 70+ **Magnitude** to



El Toros thunder off the starting line, with Mike Dias (10809) in the foreground; a pair of Snipers; Lasers at the leeward mark; the ups and downs of I-14 sailing; how can a Snipe hit a Thistle when they're not even on the same race circle?; a cool-looking Musto Skiff; and a trio of Bytes.

Great Lakes sailor Bill Alcott, who took delivery of the boat in Fort Lauderdale in late December. Alcott will rename the boat *Equation* and sail it in KWRW and the Pineapple Cup for starters. Alcott donated his previous boat, the SC 70 *Equation* (ex-Orient Express), to the Massachusetts Maritime Academy. According to *Magni-*

tude captain Steve Dodd, Baker is already starting to think about a new, bigger boat. "We'll be back in a year in something bigger, though not as big as a Z-86," he predicted. "In the meantime, we may charter something for Mexican and coastal races."

Feast or famine: The **Santa Cruz YC**

Midwinters and the first **Robinson Memorial Midwinters** on Lake Merritt were both cancelled on Saturday, December 14, due to high winds (it blew 93 knots on Mt. Tam the night before!). Meanwhile, the second **South Bay YRA** race on Saturday, December 7, was a bust. Well, not totally — one boat, Mike Garl's Beneteau 40.7 *White Dove*, did manage to finish. All the others were 'ebbed out'.

Kudos: **Jim Coggan** (*Auspice*, Schum-

THE RACING

acher 40) was named Sailor of the Year at San Francisco YC. Coggan got the nod for winning two season titles (OYRA and SSS Doublehanded), as well for being an all-around good guy. . . 15-year-old **Brooks Reed** of Santa Cruz won the inaugural **John Kostecki Award** as Richmond YC's top junior sailor. Ocean racer **Steve Lewis**, who sailed his classic S&S 34 *Spirit* to second overall in last summer's Pac Cup, was RYC's Sailor of the Year. . . **Marcia Peck**, who has won her share of trophies over the years, was named the Corinthian YC Sailor of the Year.

Golden oldies: Folsom Lake YC sailor **George Koch** won the Banshee class's inaugural **Lake Series Circuit**, an inspired new series of seven inland regattas, including the big three — Camellia Cup, Whiskeytown, and High Sierra. Twenty-three Banshees participated in the summer-long series, 16 of which were sailed by FLYC members. Why don't more classes jump on this bandwagon?

Vote early, vote often: US Sailing is accepting nominations through January 31 for their prestigious **Rolex Yachtsman and Yachtswoman of the Year** awards.

LATITUDE/ROB



Members of US Sailing can nominate their favorite candidate either online or through the website, www.usssailing.org. The award recognizes on the water achievement in 2002 and we suspect the short list will be full of Californians this year, including two very strong Bay Area candidates — **John Kostecki** and **Liz Baylis**.

Pebble star circuit: Scotts Valley High School, led by 'A' division skipper Brooks Reed and 'B' skipper Mallory McCollum, won SFYC's **Appleton Regatta** on Decem-

Drifting toward the finish line at the Appleton Regatta, a high school regatta hosted by SFYC.

ber 7-8. The regatta, which honors former SFYC commodore Marshall Appleton, is the second of five annual NorCal high school regattas. Twenty-six teams competed in the 14-race, light-air FJ series. See www.pcisa.org to learn more about high school sailing.

More sale boats: Multi-talented sailor **Brendan Busch** recently purchased the

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Express 37 *Blues Breaker* (hull #20) from Chicago, which he is readying for the summer season at KKMI. "My crew has been suggesting lots of new names, but we haven't picked one yet," he said. Busch's class-winning Santana 35 *Ice Nine* is for sale (see *Classies*), but he is keeping his Express 27 *Attack from Mars* and his Inter 20 cat. . . Jim and Heather Madden's beautiful blue J/160 *Stark Raving Mad*, the most successful J/160 on the West Coast, was just sold to a cruiser from La

Jolla. No word yet on what the Maddens plan to do next.

Road warriors: **David and Karie Thomson** shipped their IACC boat, the tandem-keeled **NZL-20**, to Auckland and are sprucing it up for the **Millennium Cup** on February 9-13. Nick Crabtree is overseeing the restoration, which includes a new Ferrari red paint job, keeping the graphics as they were originally. Crewing for the Thomsons in the upcoming megayacht regatta will be the Sausalito-based IACCSF management team (John Sweeney, Tina Kleinjan, and son Nick Thomson), Crabtree and, needless to say, a bunch of America's Cup talent. Check out www.millenniumcup.com for details, including the entry list.

Wowie, Howie! The Australian Nicholson brothers — skipper Chris and crew Darren — won the **Grolsch 505 Worlds** in Perth, Western Australia, on Dec. 8-14. The hot SoCal duo of **Howie Hamlin** and crew **Mike Martin** finished second in the 98-boat fleet, just three

points back, and also won the 94-boat Pre-Worlds, which doubled as the Australian Nationals. See www.505.com.au for more.

Yo ho ho: Dennis Pennell's red ILC 46 **Titan** won San Diego YC's popular **Hot Rum Series**, which was abbreviated to two Sunday pursuit races this year instead of the scheduled three (the middle race was abandoned when the Navy pulled rank, needing to move a ship through the race course). In the 'old days', the entry fee for this fun series was a bottle of rum, and the club still serves the namesake beverage afterwards. Rounding out the top ten in the 149-boat fleet were: 2) *Yassou*, N/M TP 52, Jim Demetriades; 3) *Mongoose*, SC 70, Bob Saielli; 4) *High 5*, Farr IMS 40, Ross Ritto; 5) *Frenchbred*, Beneteau First 42, Ron & Bev Coalson; 6) *Vim*, N/M 43, Brian Hull; 7) *Wings*, J/105, Dennis & Sharon Case; 8) *Persephone*, Cal 40, Dennis Conner/Jay Butler; 9) *Shop Girl*, Sierra 26, Betts/Lynch; 10) *Danada*, J/24, Rodrigo Meireles. Full results can be examined at www.sdyc.org.

Brand new game: To no one's surprise, **Betsy Alison** (Newport, RI) squashed all



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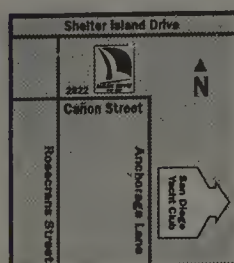
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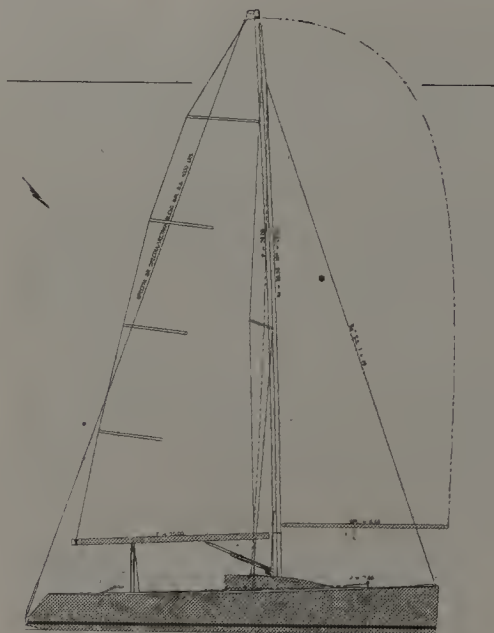
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THE RACING SHEET

comers at the inaugural **U.S. Women's Match Racing Championship** last month. Sponsored by Rolex and US Sailing, and held in J/22s on Lake Pontchartrain (New Orleans), the new regatta attracted just five teams. Sally Barkow (Nashotah, WI) was a distant second, followed by Sandy Hayes (Scituate, MA), **Charlie Arms** (Vallejo, CA) and Tammy Ouellette (Annapolis).

New kid on the block: A fleet of ten new **Alan Andrews-designed Governor's Cup 21s** is underway at Leif Bailey's Bravura Yachts in Costa Mesa. The fleet will be owned by the Newport Balboa Sailing and Seamanship Association, a non-profit entity spearheaded by Andy Rose, Tom Purcell and several other prominent Balboa YC members. The lively little boats will debut at the **Governor's Cup**, BYC's international junior match racing championship in August, replacing the currently-used Santana 20s. According to Andrews' interesting website (www.andrews-yacht.com), the 21-footer will excel in light air, be simple to set up and operate, be ruggedly constructed, and is designed for low maintenance. "Additional boats can



Little feat — The Governor's Cup 21, a collaboration between designer Alan Andrews and NBSSA, is finally happening.

be available to other clubs or individuals after this first fleet is built," he noted.

Odds and ends: **John Craig** and the StFYC race office will definitely be earning their paychecks next summer. On their dance card, among other things, are

the **J/105 NAs** (Aug. 13-17), the **Hinman Trophy** (US Sailing match racing championship on Aug. 30-31); the **Melges 24 Worlds** (Oct. 11-17) and the **Star NAs** (Oct. 18-21). . . An action-packed photo CD of the **2002 Big Boat Series** is now available for \$25, a benefit for the StFYC Junior Program. Details are posted on www.stfyc.com.

All over but the crying: Check out www.rolexsydneyhobart.com to see who won the **2002 Rolex Sydney Hobart Yacht Race**, which started on December 26. The classic 630-mile ocean race attracted just 58 boats this year, but the fleet includes lots of big names such as *Brindabella*, *Wild Thing*, *Nicorette*, *Grundig*, the luckless *Leopard of London*, and the 97-foot maxi *Canon*. The universal favorite for line honors is Neville Crichton's new R/P 90 **Alfa Romeo**, which also has the power to break the elapsed time record set by the Volvo 60 *Nokia* in '99 (1 day, 19 hours, 48 minutes) if the weather cooperates. Kiwi mountain climbing legend **Sir Edmund Hillary**, probably the most famous adventurer of our lifetime, will be the Official Starter for the rugged race.

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With reports this month on **The Flotilla Chartering Concept**, a die-hard charterer's **Further Explorations of the Sea of Cortez**, and miscellaneous **Charter Notes**.

The No-Brainer Vacation Option: Flotilla Chartering Worldwide

Wouldn't it be nice if everything in life was simple? Unfortunately it's not, especially for those of us who struggle to keep up with the breakneck pace of modern urban living. Just getting your family to sit down to dinner at the same time is hard enough, let alone trying to schedule a night out with friends, or — God forbid — lock in a date for joint vacation plans.

We're sure there are those among our readership who, try as they might, can never seem to get family and/or friends to agree on dates and a location for a sailing getaway. Month after month they read reports in these pages about the glorious chartering adventures of other West Coast sailors and think, "Why can't my friends ever get it together to do that." If this sounds like you, we suggest you throw your vacation-planning blues out the window because there's a very simple solution: simply sign up for a scheduled sailing 'flotilla'.

In the realm of yacht chartering, a flotilla trip is one where several boats — usually 3 to 10 — travel roughly the same route during the same time frame. Naturally, there are many variations on the theme. Some trips feature hands-on instruction which earns you a Bareboat Chartering certification, while others focus on specific cultural aspects of the cruising area. But what is common to all is that either individuals or small

When sailing in the British Virgin Islands, a visit to Virgin Gorda's famous 'Baths' is a must — and every BVI flotilla stops there.

groups may join without having to take responsibility for an entire boat by themselves.

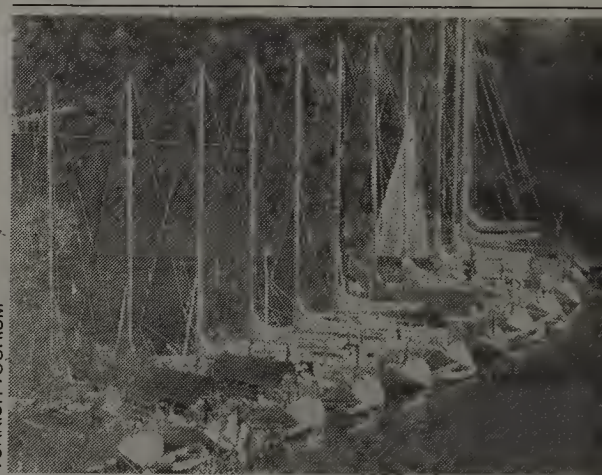
If trying to keep up with the rat race leaves you with virtually no time for intricate vacation planning — despite an urgent desire to get away — these trips are ideal, as they're essentially no-brainers. You simply sign up, cough up some dough, pack your seabag and show up at the airport. Many programs even include roundtrip airfare, airport transfers and first night hotel accommodations.

Flotillas are not only a time-saver for harried wage slaves, but they also serve a vital function as a transitional step for those who know how to sail pretty well, yet would be uncomfortable shouldering the responsibilities of 'captaining' a bareboat. After sailing in a flotilla or two, however, most sailors have the confidence to go it alone.

The flotilla concept is enormously popular with Europeans — don't ask us why, they just seem to believe in the notion that 'the more the merrier'. As a result, major bareboat operators offer weekly flotillas throughout the summer months, particularly in Greece and Turkey. Almost all Bay Area sailing schools (or their in-house sailing clubs) have also gotten into the act, offering overseas flotillas to both members and nonmembers. Over the years these trips have been enormously successful, not only because they give entre to far-flung sailing venues, but because participants invariably forge lasting friendships.

Adding to the fun, local clubs usually

TURKISH TOURISM



GREEK TOURISM



host at least one pre-trip 'mixer' so prospective participants can get to know one another in advance. Individuals or couples can book by the berth, and if they are uncomfortable sharing the sailing responsibilities with other prospective participants, they can reserve a berth on the lead boat, which is invariably skippered by a club staffer. Also, groups of family members or friends can usually elect to book their own boat exclusively, yet still tag along with the group. Just as bareboat chartering in different sailing venues around the world is an excellent preparation for cruising, joining flotillas is an ideal preparation for bareboating on your own. Note also, that almost all Bay Area sailing schools act as brokers for bareboat firms, and most pass along some or all of their commission to their members as an incentive to make a booking.

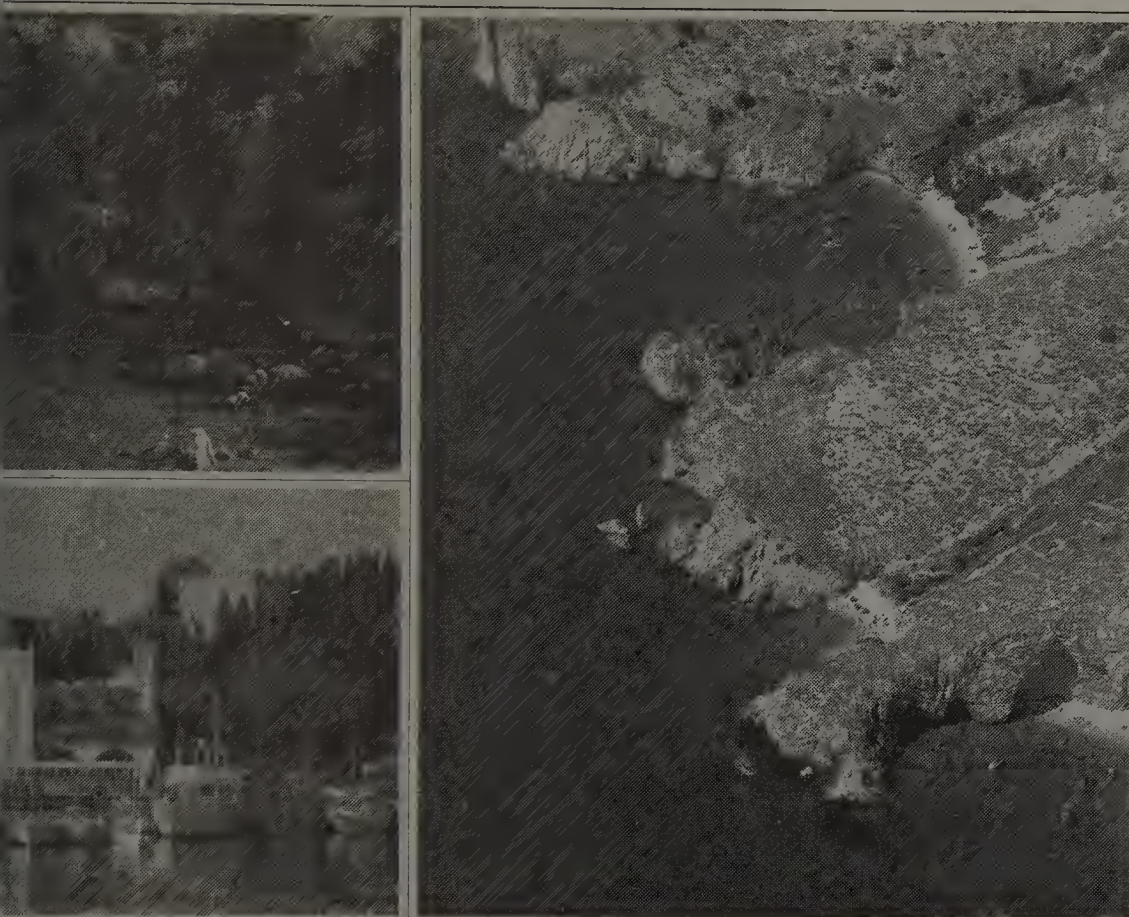
We surveyed Bay Area sailing clubs as well as a number of major bareboat operators and found that there are an enticing range of flotilla options to consider for the coming months. The following is just a sampling.

Sausalito's Cass' Marina is certainly not the largest sailing school in the Bay Area, but it is one of the oldest. Owner Lois Keating-Fisher began running flotilla sailing trips to Greece back in 1983 with GPSC, and she's returned there many times since with groups of loyal clients. Last year Cass sailors visited Croatia, and a repeat trip is being dis-

BVI TOURISM / JIM SHEINER



OF CHARTERING



Clockwise from upper left: In Turkey and Greece you often see large flotillas of Europeans rafted up together, such as this group at Ekincik, Turkey. Croatia's Dalmatian Coast is peppered with enticing inlets and islands. Visiting historic Rhodes Harbour is a highlight when chartering in Greece's Dodecanese Islands.

cussed, but the featured item on the menu this year is:

- *The Whitsunday Islands, late Sep*

We often say Bob Diamond has one of the greatest jobs in the sailing industry. For well over a decade he's been 'the flotilla guy' at Spinnaker Sailing of Redwood City (415-363-1390), where he organizes and leads several overseas trips a year in different exotic locales. Last month he was gallivanting around the British Virgins with a group, and in the coming months you'll find him perfecting his tan in . . . :

- *The Grenadines, May 2-11*
- *Tahiti, Sep 7-21*,
- *BVI, Dec 4-14*

Since David Kory took over ownership of Tradewinds Sailing Center of Pt. Richmond last year (510-232-7999), it's been hard to reach him at his office. Seems he's always leading a trip somewhere or other, and indications are that he won't slow his pace any time soon. This year, Tradewinds will run trips in;

- *Florida Gulf & Keys, Jan/Feb*
- *Pt. Richmond to Catalina, Apr 25-30*
- *Catalina to Richmond, Apr 30-May 10*

- *Pt. Richmond to Catalina, Sep 5-10*
- *Catalina to Pt. Richmond, Sep 10-19*
- *Sea of Cortez, May 21-28*
- *Vancouver & Gulf Islands, Aug 23-30*
- *Tahiti's Leewards, Oct*

Berkeley's OCSC (800-223-2984) has a huge membership to draw from, and consequently runs a good number of flotillas annually, some of which are quite unique. (Remember their report on sailing in Africa which appeared in our May, 2000 issue?) Featured trips in 2003 are:

- *Belize, Feb 11-21*
- *Turkey, Sep 6-20*

Club Nautique (510-865-4700) also has an enormous club roster, which accounts for the company's status as the most productive Moorings broker west of the Mississippi. Nautique's scheduled flotillas this year include:

- *Thailand, Feb 15-24*
- *Belize, Apr 12-19*
- *Tonga, late summer*

John Connolly, head instructor at Modern Sailing Academy (415-331-8250) used to send one of his own boats out to the South Pacific, where he ran interisland instructional trips for his club's members. But these days he organizes instructional bareboat flotillas instead, which give access to a larger number of sailors. Most of them

earn certifications upon completion of a trip. On the docket this season are:

- *British Virgin Islands, Feb 1-6*
- *British, Spanish and U.S. Virgins, Feb 8-16*
- *British, Spanish and U.S. Virgins, Feb 19-Mar 1*

Plenty of options to choose from, right? And these are just the flotilla offerings of Bay Area sailing clubs.

The Moorings (800-669-6529) has 17 six-day BVI flotillas scheduled between late January and mid-November this year, as well as three seven-day flotillas in the Grenadines during the summer and fall. Both cats and monohulls can be booked. Check the company's website, www.moorings.com, for dates and specifics.

As Sunsail (800-327-2276) is now the largest bareboat outfit in the world, you won't be surprised to learn that they offer dozens of flotilla trips annually. Check out their website, www.sunsail.com, and you'll see they run flotillas out of four different Croatian ports, nine different Greek cities and six areas of Turkey, as well as both one-week and two-week trips in the BVI.

Both GPSC (800-732-6786) and Albatross Yacht Charters (800-377-8877) are long-established U.S. companies that specialize in Greek and Turkish charters and both offer a variety of flotillas from late spring to early fall.

This year, GPSC offers nine flotilla trips, many of which focus on a particu-

Whether touring Turkey's Turquoise Coast by land or sea, the remarkable number of ancient ruins greatly enhances the experience.



CROATIA TOURISM

TURKISH TOURISM

lar theme, such as the Culinary Delight Flotilla, the Greco-Roman Adventure (which includes hotel nights in both Athens and Rome) and our favorite, the Archaeology Flotilla which highlights the historic nature of this fascinating country. See www.gpsc.com.

As we went to press, Albatross had not yet posted its summer flotillas, but we'd bet the list will once again include their 260-mile, 10-day cruise from Athens to Rhodes in late September. Other one-directional flotillas typically offered by Albatross are Athens to Corfu and Corfu to Athens. The idea being to maximize the visual feast within these 10-day trips. See www.albatrosscharters.com.

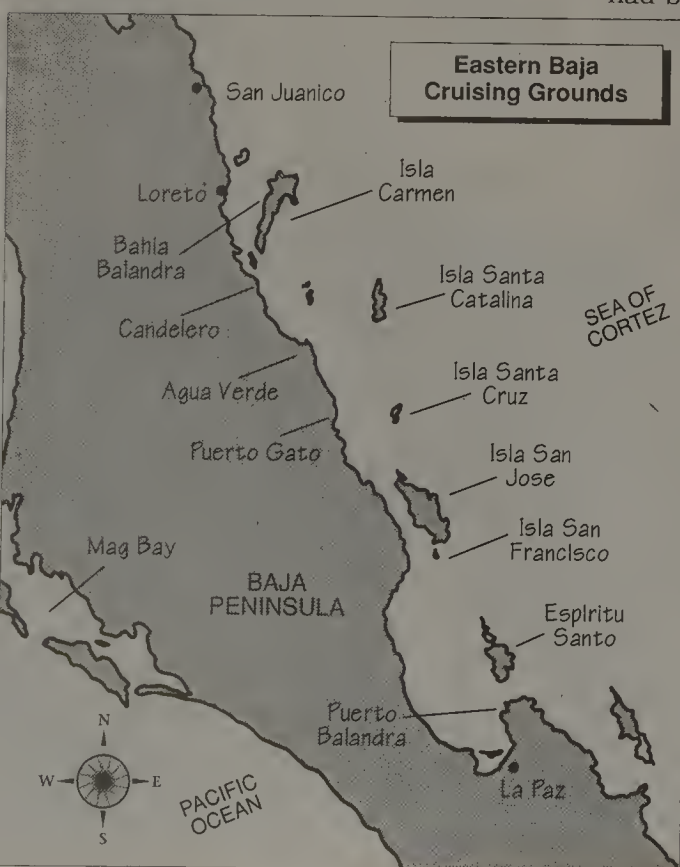
We'll give it a rest here, as we're sure we've given you plenty of fodder for pipedreaming. And remember, if you can't get your sailing buds to commit to a getaway — who needs 'em? — just book a flotilla on your own.

— latitude/aet

Return to Baja:

Exploring the Sea of Cortez

In 1999 eleven of us chartered two boats from The Moorings' base at La Paz, Mexico. We sailed (mostly) north as far as San Evaristo. For some of us, that trip whetted our appetite to do it again, with the idea of forging further north the next time.



BOB HULL

In 2001, we reserved a boat, but that trip wasn't meant to be. A week before our charter The Moorings notified us that they had closed their base in La Paz, and they refunded our deposit. Coincidentally, Hurricane Juliette arrived in Baja and both airports, La Paz and Cabo Del Sol, were closed.

We never gave up on the idea, though. So after learning that the La Paz base had been reopened, six of us booked a

45-ft catamaran for a two-week charter last October. We've previously chartered cats of 37 and 42 feet in the Caribbean and we think they are the greatest things afloat for vacation charters.

Our first night was spent at Puerto Balandra, not far from La Paz on the Baja mainland. The wind came up, we dragged anchor, lost the dink and lots of sleep. The sun came up, the wind died, and we found the dink. Life was good again. On the way to Isla San Francisco, detouring to Los Islotes, we were accompanied by dolphins. While they frolicked between the hulls we enjoyed a most spectacular display from above on the tramp.

After a night on the hook at the Hook of Isla San Francisco we journeyed to Isla Coyote to barter for lobster — we came

Spread: At places like Puerto Escondido, the stark unspoiled beauty of Baja grows on you. Inset: Spinnaker flying offers cheap thrills.

away with eight. The wind gods were against us once again, so we motored to Puerto Gato to devour the catch of the day. Manuel, who is well known in the area as a seller of lobster, came by in his panga and made us an offer we couldn't refuse. We motored to Agua Verde where we feasted on steak and lobster while the mosquitoes and noseums feasted on us.

Around Agua Verde is where the scenery begins to change. Among the desert hues of tan, orange and red, there is also considerable green. We motored to Balandra Bay on Isla Carmen where we met Bruce Stevens, from Dana Point, an ex-Marine whose wife told him it was time for him to take another journey. So, off he went in his 27-ft Morgan sloop with 40 gallons of water and 40 lbs. of pasta to cruise the Sea of Cortez. He said after 26 years in the Marine Corps he has put his survival skills to real-time use.

We got as far north as San Juanico, anchoring in front of the 'shrine', snorkeling, beachwalking, and just enjoying the beauty of this unusual place. However, venturing this far had taken its toll. We needed food, beer, water, diesel and ice. All were only available in Loreto (Puerto Escondido for tank water).

Having read horror stories in *Latitude* about the various port authorities' exorbitant check-in/check-out procedures and fees, we considered the alternative



of going to Puerto Escondido and hiring a taxi for \$60 U.S. to drive us north to Loreto where we could reprovision. But the four jerry cans and our need for ice caused us to rethink our options. We decided we would bite the bullet and anchor in front of the port captain's office, explain to him that we intended to spend a relatively large sum of money in town and hope he would not be unreasonable in his demands. Well, in spite of all the difficulties others may have had, he checked the boat's papers, the passports of the victims and charged us \$30 U.S., which amounted to \$5.00 for each person. The port captain was personable, spoke good English, and as the girls said, he was cute too. So much for robbery and anticipation of a bad experience.

Puerto Escondido is like another world. There were about a hundred boats there on the hook in 40 feet of water. This is where The Moorings original base in Baja was located, and while it is the center of a great cruising area, there is no convenient way to arrive there by air, unless you are very rich and/or own a plane. The option of driving down to Loreto — some 400 miles south of the border — would not seem the ideal way to start a sailing vacation. Eventually, The Moorings wisely relocated to La Paz.

We continued on south, stopping at Honeymoon Cove and then Candelero Chico for the night, then to Agua Verde again and Timbabichi. At San Evaristo we went ashore in search of beer. The

cantina was closed, however, so we used the topping lift as a halyard and went spinnaker flying instead. We had flown down with a huge ice chest packed with our snorkel stuff, miscellaneous gear and the spinnaker. Once on board, the cooler served its main purpose: holding cold beer, ice, iced tea and soft drinks.

For the second time in nearly two weeks we had wind from a direction other than on the nose, so we sailed to Ensenada Grande South Bight for the night. The next day there was no wind, so we motored to Bahia San Gabriel and toured the defunct Pearl Farm. On the way to Mushroom Rock at Puerto Balandra we observed a dive boat, around 40 feet in length, loaded with Asians, wearing swim fins, just hanging over the rails. The boat charged into a pod of pilot whales and, like fleas deserting a burning animal carcass, the folks dived off the boat for their chance to swim with the whales. Talk about harassment! But then, they eat whales don't they? Disgusting.

We had a little chuckle about The Moorings slogan: "The best sailing vacations in the world," because we definitely had bad luck with the wind this time. It was hard to believe we only had two good sails during our two-week trip. But since we regularly sail on San Francisco Bay, we didn't feel too badly about not being able to do so in the Gulf, and my reputation, as 'Upwind Bob' remains intact.

Although we enjoyed the cat very much, we did have a frustrating experience with the onboard electrical system. The house batteries were, probably the originals, 1997, and wouldn't hold a charge. After an hour and a half of using the instruments, including the auto helm, the batteries would be dead. And since the refrigerator was electric it too died along with the lights, which resulted in us losing a lot of food. Luckily, the freezer was mechanical and therefore independent of the house batteries. It was also fortunate that our huge ice chest had been filled with block ice before we left La Paz, and we were also able to buy big 35 or 40-lb blocks in Loreto.

Our crew, Tom and Ginny Dost, Jeff and Tracy Olsen, Sandy Weeks, and me, Bob Hull, all had a great time and will be looking forward to another adventure soon. Although some of us have been chartering for many years — in the Sea of Cortez, the Caribbean, the San Juan

Islands, Desolation Sound, Alaska, etc — every trip is an adventure.

— bob hull

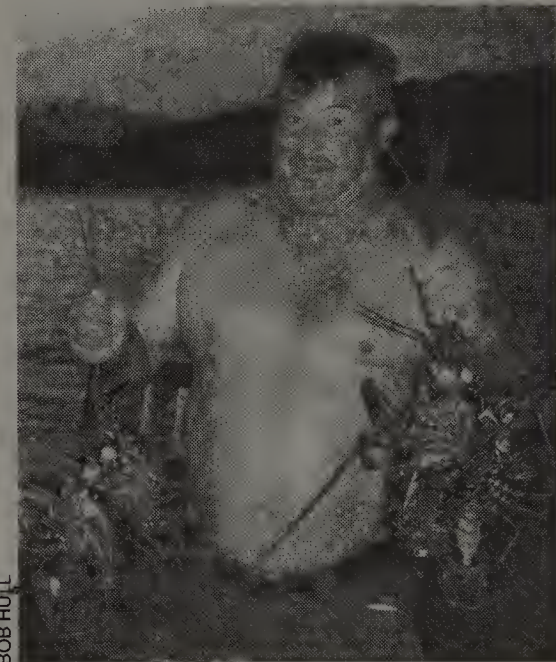
Bob — Sorry to hear the wind gods didn't oblige, but it sounds like you had a grand adventure anyway. Unfortunately winds in the Sea of Cortez aren't terribly predictable at any time of year. You just have to adapt your schedule to local conditions. Sometimes Coromel winds blow in the morning and die by noon. At other times northers blast for two or three days, then shut down completely for several days. Nevertheless, as you know, the Sea is a magical place with a raw, unspoiled beauty that grows on you the more time you spend there.

Bob, you've sent us so many charter reports over the years that you must have a closet full of 'thank you T-shirts', but another one is on the way to you anyway. Where to next?

— ed.

Charter Notes

One of the most eye-catching tidbits of news to cross the ol' charter desk this month was the announcement that **The**

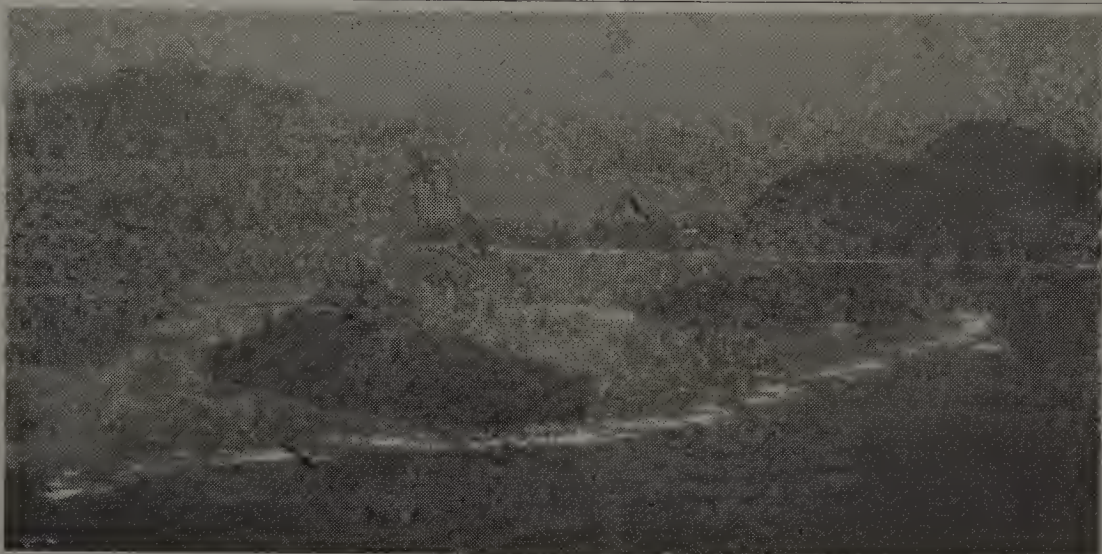


BOB HULL

If you're sailing in the vicinity of Agua Verde and you've got a taste for lobster, Manuel is the guy to see.

Moorings has opened a new base in the **Seychelles** — the long-established company's 26th base worldwide. Now an independent republic within the British Commonwealth, this former French

WORLD OF CHARTERING



COURTESY SUNSAIL

colony — which is located in the western Indian Ocean — has a colorful history and is renowned for its unspoiled tropical beauty. Although no *Latitude* staffer has had the pleasure of visiting this tropical cluster of isles yet, we learned a bit about chartering there from an August '99 report by reader Tom Farr. "People were **exceptionally friendly**, open and nearly everyone seemed to be able to **speak both English and French**, as well as the native Creole," wrote Tom. He also noted that there is "almost a com-

A former French Colony, the Seychelles is a favorite stop among world cruisers. Bareboats became available there only in the last decade.

plete lack of crime." Tom reported that most anchorages have few boats in them and that land-based tourism has made very little impact. Nevertheless, the government has taken steps to protect the islands' inherent natural beauty. "It seems the Seychelloise prefer to make their country a sort of eco-refuge — 'The Last Sanctuary' as it is called."

The downside is that the Seychelles'

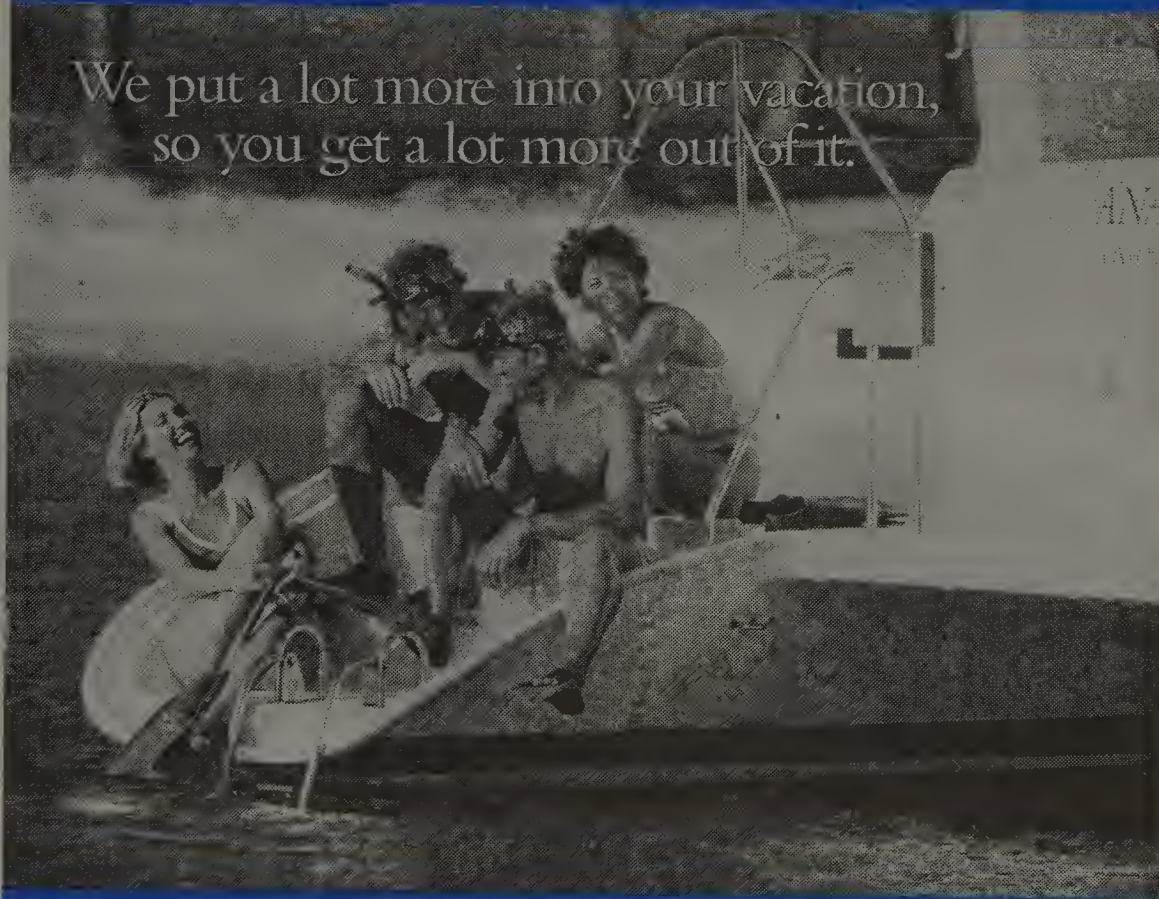
remote location necessitates substantial travel time. It's an overnight (9-hour) flight from Paris, for example. One idea might be to combine an African safari with a stint of Seychelles sailing, thereby experiencing the best of both worlds.

Naturally, savvy European sailors are much more aware of the Seychelles than North Americans are, and some lucky Euro-sailors have been chartering there for years. The Moorings follows **Sunsail** and, we're told, at least one other French firm in offering this picture-perfect chartering venue.

We'll use our final inches of space here to remind you that even though we're still in the dead of winter, right now is the **perfect time to plan your spring and summer charter getaways** and make your reservations. By making early decisions you'll have more boats to choose from for your ideal charter dates. Booking early is especially crucial, of course, in charter venues with relatively small fleets, such as **Tonga, Tahiti, the Chesapeake and Maine**.

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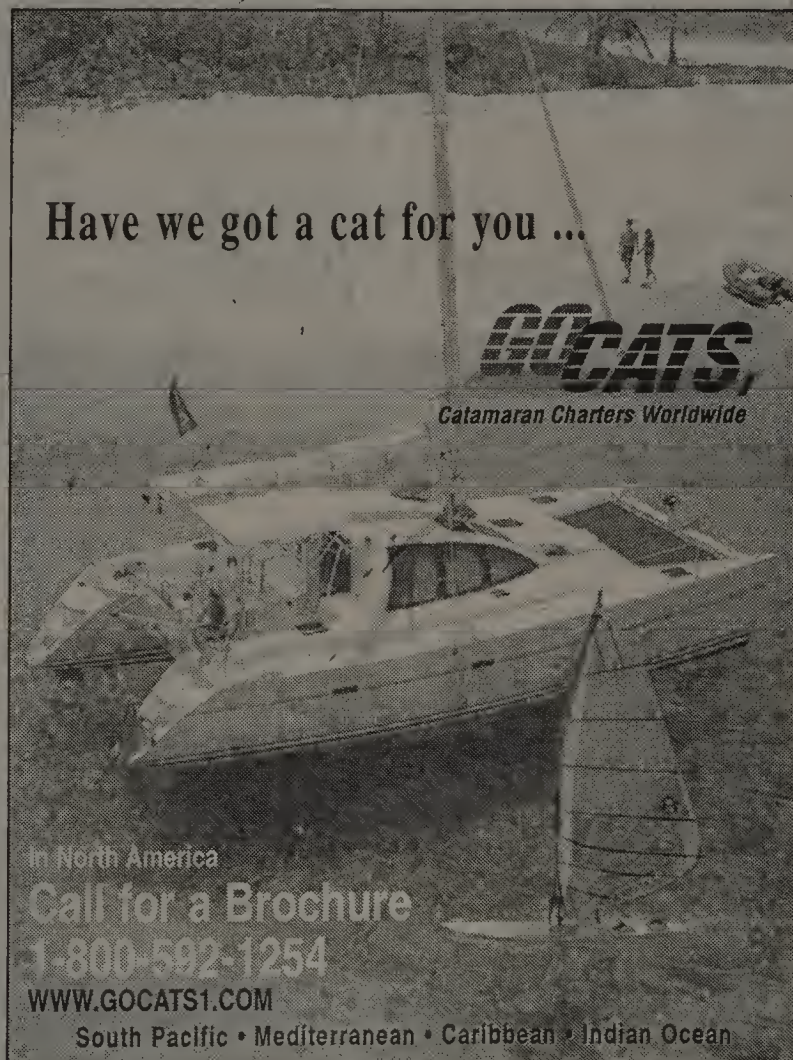
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Amanda Swan Neal has 162,000 ocean miles in 26 years, completed the *Whitbread* and is author of *The Essential Galley Companion*.

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CHANGES

*With reports this month from **Wanderlust** on 12,000 miles in 10 months in the Atlantic and Med; from aboard **Danza** on the life of a 13-year-old girl during a circumnavigation; from **Althea** on cruising the Caribbean and Venezuela; from Marta Jensen on the **Loreto Fest**; from **Sharika** on cruising the Western Med almost by mistake; plus the most **Cruise Notes** ever.*

Wanderlust — Hunter 466

Mike Harker

**10 Months, 12,000 Ocean Miles
(Manhattan Beach)**

The new Hunter 466 model was presented to the public for the first time at last February's Miami Boat Show. *Wanderlust*, a sistership that was soon to become mine, had been launched a few days before the show and was used to give first time sailors an opportunity to sail as part of the 'Discover Sailing' program. The program was such a tremendous success that it will be repeated at the Miami Show this year.

After the show, *Wanderlust* was sailed back to St. Augustine for further commissioning and outfitting before Hunter's delivery captain, 'Boomer' Baumeister, and I took her on a sea trial across the Gulf Stream. Further outfitting and adjustments were made at Whitney's Marine, the Hunter dealer in Jacksonville, Florida. Delays in getting the boat just right meant that I ended up having to make the 4,000-mile trip across the Atlantic — via Bermuda, the Azores, Portugal, and Gibraltar — singlehanded. My previous singlehanded experience had been doing the Baja Bash following the '00 Ha-Ha with my Hunter 340, also called *Wanderlust*.

Here's a breakdown of that crossing: Six days from Jacksonville to Bermuda, where I slept for two days straight. Thirteen days from Bermuda to Horta, Azores. After three days of sleeping and eating, I moved a little bit east along the island chain to Puerto del Gato, then took five days to sail to Lagos, Portugal, and later

Despite being a brand new model in the Hunter line, the 466 made it across the Atlantic and back without any boat or gear problems.

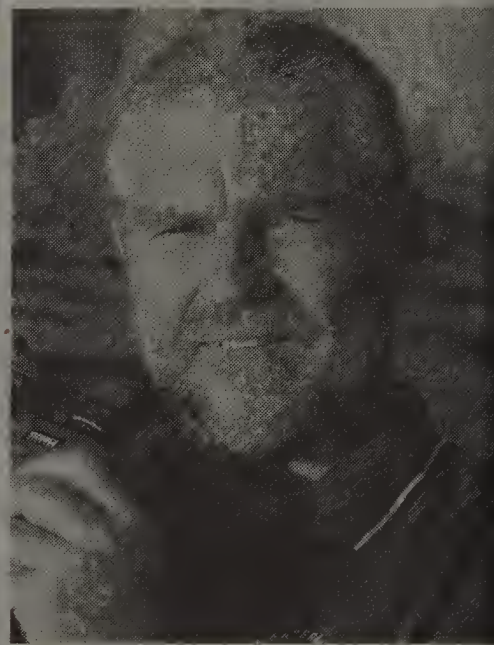
to Gibraltar. During the crossing, I benefitted from Herb Hilgenberg's weather forecasts and routing.

My ultimate goal was Ibiza, a Spanish island to the south of Barcelona. I made the trip there with the doctor and lawyer who had been my crew on the Ha-Ha. I then spent four months in the Med with four to six people living aboard, filming a 12-episode series for German television. In the process, we left seven western Med islands in our wake: Ibiza, Mallorca, Menorca, Malta, Sicily, Sardinia and Corsica. We also cruised the Italian Riviera near Portofino, France's Cote d'Azur, and Spain's Costa Bravo. This travelling put another 3,000 miles on the boat's log.

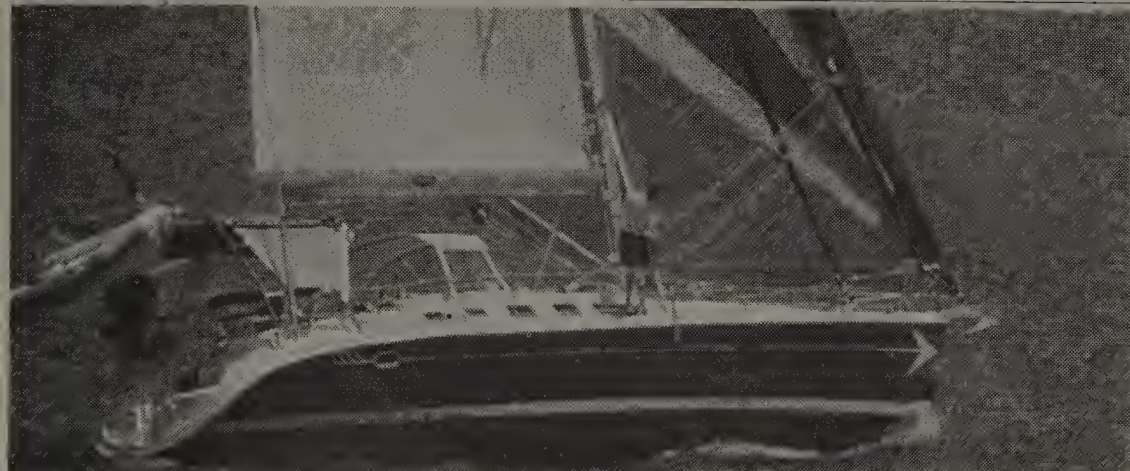
At the end of summer, I began a 4,000-mile trip from Ibiza back across the Atlantic to the Caribbean. I went by way of Gibraltar, Morocco, the Canary Islands, the Cape Verdes, and ended up at Antigua, the Caribbean jewel. While in the Canaries, I picked up two crew, a 23-year-old Swede and a 25-year-old German, based on their having posted 'berths wanted' notices at the marina gate. The first 1,700 miles of our crossing was great, but then the rotary motor failed on the autopilot, requiring us to handsteer the last 1,000 miles. We arrived in Antigua in just under 18 days. Even with the autopilot problems, the westbound trip across the Atlantic was easier than the east-bound trip.

At Hunter's request, *Wanderlust* was shown at the huge Nicholson's Charterboat Show at historic English Harbor in Antigua during early December. She was well received. Antigua Sailing Week, in late April and early May, will be my next television project for H-TV.

The February Miami Boat Show will



herald the return of *Wanderlust* to the United States after her 'Atlantic circle' and Western Med cruise. In the 10 months and 12,000 miles, virtually nothing went wrong with the boat or gear — other than normal wear and chafe. The only exceptions were: reinforcement being needed on the batten pockets for the main, an adjustment being necessary on the watermaker's salinity meter, and having to replace the autopilot's rotary motor. I'd like to salute Hunter for the 466, and all the gear manufacturers for their equipment. There were: Doyle Sails for the fully battened main, jib, genoa, and gennaker; ProFurl for furling systems for the main, jib, genoa, and gennaker; RayMarine for the radar, GPS, autopilot, and other instruments; Interphase for the forward looking sonar. Nobeltec for the navigation and world vector charts; Lewmar for winches, hatches, and ports; Harken for blocks and the traveller; Northern Lights for the 6KW 110-volt generator; Trojan for the 800 amp/hours of batteries; Spectra for the watermaker; Flex-O-Fold for the 20-inch, 3-blade folding prop; Wavestopper & Canvas by Boatswains Locker; Icom for the SSB and Pactor III modem; Mercury for the 9.9 hp outboard;



IN LATITUDES



SPREAD, DANZA; INSET, WANDERLUST

Spread; The 60-ft ketch 'Danza' shows her stuff during a family circumnavigation. Inset left; Mike Harker, looking good after 12,000 ocean miles.

and Valiant for the dinghy.

I welcome visitors to come aboard *Wanderlust* during the Miami Boat Show to see for themselves how my Hunter 466 and her equipment handled the trip.

— mike

Mike — May we be among the first to tip our hat to you for such an ambitious year of sailing — so much of it singlehanded, and so much of it while you were working.

Danza — 60-ft Steel Ketch
Sarah Nutt (13)
Young Circumnavigator's Day
(Edgecomb, Maine)

I sleepily poked my head out of the companionway and smelled the smoky air from one of the village fires as it wafted across the calm, clear water. Glancing at the sun rising above the horizon, I headed back down to start school and another day in paradise. That's right, another day in paradise!

My family and I are circumnavigating aboard *Danza*, our 60-foot steel ketch —

which happens to be a sistership to the original *British Steel* that Chay Blyth singlehanded around the world in 1971. We left our home in Edgecomb, Maine, on March 25, 2000. As you might assume, my brothers David, 15, Jasper, 12, my sister Charlotte, 7, and I, 13, have a very different lifestyle from most kids in the world. We get up and do schoolwork everyday just like other kids, but we work at the salon table, on our parent's bunk, or in the cockpit looking out at turquoise water and stunning islands with long sand beaches.

School takes up most of the morning. We eat breakfast whenever we can — between subjects, during subjects, anytime. Breakfast is a get-it-yourself affair in the main salon, so the galley/salon area can get pretty crowded with six people trying to make food, eat, and study at the same time. We don't take weekends off from school, be-

cause we take random days for special events — such as climbing five volcanoes, participating in unusual village happenings, and sometimes, if the wind is perfect, kiteboarding.

Sophie, our French friend, often comes over from her boat to help David and I with our French vocabulary and accents. At this stage, I find math to be easy and can do two or three lessons a day. Science consists of reading and experiments. History, which I read and discuss with Dad, takes an hour every other day. In a typical day, I'll have to write for between 20 minutes and one hour. Naturally, there are the ever-dreaded tests for all subjects. I don't have assigned reading, but we all read at least two hours every day. On rainy days, I'll read three or four books, as sometimes there's just nothing else to do.

Although our schoolday is shorter than back home, it's less fun because our parents are the teachers. Yes, we have fights with our teachers. "This math is totally irrelevant!" one of us kids might say — even though we know algebra is important. Our parents respond with things like, "Well, just get it over with then!" Or, "And you still haven't cleaned your cabin or done the lunch dishes!" Having to go to school onboard — and without classmates or real teachers — is definitely the hardest part of our trip.

We hung out on the boat today until noon, at which time there wasn't enough wind for kiteboarding, so we went wakeboarding. David and I used the VHF to call our friends Eric and Nicole, a young couple on *Rainbow Voyager*, to invite them along. Before long, they arrived in their dinghy and we spent a happy hour wip-

Sarah is not convinced that father — and mother — knows best about this cruising around the world stuff. She'd rather be back home in Maine.



CHANGES

ing out while attempting new tricks. While we were having fun wakeboarding, Mom was ashore with her friend Patricia from *Tania*, Jasper and Charlotte were in the bosons' chairs hanging from spinnaker halyards and swinging across the water, and Dad was watching us from the cockpit — and probably taking pictures with his digital camera. After we finished wakeboarding, we returned to *Danza* for hot showers, socializing, and eating crackers and cheese. Cold cheese and hot showers — how nice!

At 4 p.m., it was time to head up to the village for a feast that the locals were putting together for us. We watched them preparing the *kava* by pounding it, adding water, and then straining it through an old T-shirt. While the village women prepared the *laplap* and other food, Jasper and I headed over to watch Australians Xan, 14, from *Velella*, and Peter, 14, from *First Light*, shooting at trees with their slingshots. Later, David showed me a beautiful woodcarving — the nicest that I've seen so far. Dad was over with the other grown-ups taking photographs, like always.

After a few hours of socializing, we were called to wash up and sit around the beautiful feast that had been prepared. After eating, we shot the slingshots a bit more — although it was hard in the dark. After thanking the chief for the feast, we headed back to Xan's boat to play a loud, physical, and cheating game of *Monopoly*. At around 11:15 p.m., we decided that our game was just going in circles, so we headed back to *Danza*. After hauling the dinghy out of the water, we plopped ourselves in our bunks and slept soundly. It was just a typical day for us kids in our

Cruising can be more difficult than one thinks. You only get a Coke a day, and you have to drink kava that's been strained through a dirty T-shirt.



DANZA



circumnavigation.

My parents are taking us on this circumnavigation because they want to raise their family in an alternative lifestyle from that of Maine. My dad had been the owner of David Nutt, Boatbuilder, Inc., and had been building boats for 28 years in the Boothbay area. Judy Sandick, my mom, had been an internist and emergency room physician at Miles Memorial Hospital in Damariscotta, Maine. I was 11-years-old when we left, and loved my home, school, friends, and everything. I was a 'normal' kid and very happy to be where I was, but my parents wanted to be out here — and my brothers were keen as well. Charlotte was too young to have a preference. I still don't want to be out here, but I try to make the best of it.

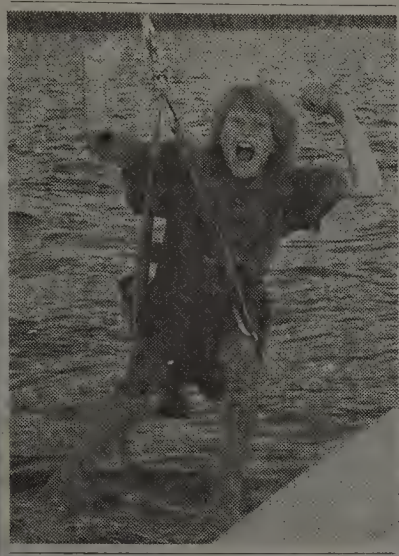
I realize that most of the time we are doing something amazing, but it still doesn't stop me from missing my friends and the life back home. We are getting to see different cultures and different lifestyles, which is teaching us that you don't have to have much or the very latest in gadgets and equipment to have fun. We also get to meet fascinating people, both other yachties and locals. A few weeks ago, for instance, we met an islander from a little village without roads or vehicles who had nonetheless become a successful boxer in Fiji, Australia, and

Spread; Kids back in Maine don't get to stand at the edge of active volcanoes. Inset; Sarah's brothers don't mind being on an adventure.

New Zealand. We met another guy who had become a very good soccer player, which allowed him to travel to loads of different places. Both of them came from a village where schooling stops at the fourth grade.

The villages we're visiting now aren't like the little towns back in Maine. In many places here, the people live in palm-thatched huts and own just one pair of shorts and one T-shirt — and that one with holes in it. They cook over fires on the dirt floor in the middle of the huts, so there is always a lot of smoke. They grow their own vegetables in little gardens, and raise cows for milk and pigs for meat. They don't have things such as ovens, running water, computers, televisions, proper toilets or showers. Despite having just about the minimum to sustain life, they are always smiling and waving, and welcoming us to their village. They love to make feasts for visitors, and like to trade beautiful carvings for T-shirts and school supplies. The fact that they are so happy with so little makes us wonder about how much material stuff we really need.

I guess my life sounds like a dream



BOTH PHOTOGRAPHS COURTESY DANZA

while we eat. Dad is the only one who normally likes food on passages. As soon as he sees us starting to feel sick, he prepares us big bowls of potatoes, soup, or something with just a little flavor. He's all cheery when he does this, and has a big smile on his face when he hands us our bowls. What we really want to do right then and there is chuck the bowls overboard.

But we manage to survive our passages, and spend most of our time at anchor enjoying life — such as it is on our way around the world.

— sara 11/15/02

**Althea — S&S 35
Mark & Laurie Matthews
Venezuela
(Sausalito)**

Laurie and I originally left San Francisco in 1997 aboard *Radiance*, a 26-foot Westerly Centaur sloop that we'd picked up in deplorable condition at a lien sale. After fixing her up, we spent two years cruising Central America, Panama, and up the Western Caribbean before crash-landing in Charleston, South Carolina. We worked in Charleston for two years, sold our little boat, and then went down to Florida to buy *Althea*, a 1964 Chris Craft 35. Although primarily known for building powerboats, Chris Craft did build a range of sailboats. The interesting thing about *Althea* is that she was also sailed to the East Coast from Sausalito. In fact, she'd been owned by friends of ours who had her berthed two docks away at Clipper Yacht Harbor in Sausalito!

Fortunately, we haven't had too much drama on the high seas since leaving Florida with our new-to-us boat. After stopping in the Bahamas, we had a relatively uneventful — other than one night of lightning and about 35 knots of wind — eight-day sail to Culebra, Puerto Rico. We then continued east to the British Virgins to meet family and friends. After that, we sailed down island to St. Maarten, St. Barts, Guadeloupe, Dominica, Martinique, St. Lucia, St. Vincent & The Grenadines, and Grenada. Knowing that a new language and culture is only a couple of hours sail away — as is the case in the Eastern

Caribbean — spoils you for the long stretches ahead.

Naturally, there are way too many stories to tell from our down island trip, such as dolphins playing in the bow wave, phosphorescent wakes, 40,000 ants climbing up the shorepower cord, and rats scurrying in the boatyard to our cat Luna's delight. We most remember the French islands for the way we inhaled the delicious croissants and chocolate, and for our mangling of their language. While at Dominica, we took the hike of a lifetime — a 14-mile up and down march through dense tropical forest and lots of mud. Ultimately, we hiked down into a volcano crater to see the largest boiling lake in the world. My feet still hurt thinking about it.

While in Grenada, friends and family visited again. There was an unfortunate incident at a hotel room ashore, however, as someone broke in and took laptops, cell phones, cameras, cash, a pineapple, and peanuts. A police officer came to take a report. Since he was barefoot, wearing a T-shirt and sweat pants, and carried his loaded pistol in his front pocket, we're not holding our breath that the stuff will be recovered. It's a good thing that we mailed our insurance premium in on time. Despite the theft, it had been great to see everyone. After our friends left, there was a steel drum band competition — sometimes with as many as 70 musicians in one band — and lots of other Carnival activities.

Our arrival here in Puerto La Cruz, Venezuela, was something of a controlled crash-landing in the marina, as the transmission cable parted, leaving us in forward gear. We managed to snake our way into a slip without causing a lot of damage. Unfortunately, you pretty much have

When it came time to buy a replacement cruising boat in Florida, Mark and Laurie bought one they'd been berthed next to back in Sausalito.

come true to a lot of kids. It is pretty nice, but we do have to go to sea. That means that we all feel miserable and throw up for the first few days. While sailing offshore, we don't have a set watch during the daylight hours, we just set the timer for 12 minutes. Whoever is closest to the companionway gets up to look around for ships and other hazards, then resets the timer. At night, David, Mum, Dad, and I all have regular watches. David goes from 7:30 p.m., which is after dinner, until 11 p.m. He likes long watches. I stand from around 11 p.m. until 2 a.m. Mum goes after me till around 5 a.m., then Dad takes over until somebody else wakes up — which is usually about 8 a.m. Even when he's not on watch, Dad is always up at night to check the bilge, sail trim, and all the things that dads and captains check.

For those of you living a normal life back in the States, this is going to sound weird, but the most exciting thing that happens all day, the thing we spend our whole day planning, is when we're going to drink the one Coke we're allowed per day. It's pretty funny how important it is to us, but it is. David is the only one who does schooling on passages, the rest of us just read — but we read a ton. We also watch movies, sleep, and every once in a



CHANGES

to check into a marina here for safety reasons, as there have been a number of boardings and Venezuela is on the verge of chaos. 'Boarding', by the way, is a Caribbean euphemism for anything from someone prying open a hatch on an unoccupied boat to hitting you over the head with a coffee can full of rocks while you sleep. We've met people who have endured both, but we've been cautious and lucky so far.

We're not sure, but we think we're bound for California. Right now, however, our boat is hauled out at Puerto La Cruz. We're having the hull painted in the hope that she'll look good enough to be able to sneak into yacht clubs as we continue on. In the meantime, we're enjoying 28-cent/gallon diesel in a country where leaded gas is still available. Huge sedans not seen in the United States since the '70s — the Conquistador, the LTD, the Marquis, the Malibu, and the Caprice Classic — rule the local roads. The taxi drivers who operate many of these 'land yachts' often croon along with similarly ancient pop hits from the likes of Laura Branigan, Chicago, and Huey Lewis. Crooning is the wrong word, as the non English-speaking drivers mangle the songs in a language all their own.

The rules of the road in Venezuela can be summed up in the phrase "*El ley is mi ley*" — or 'my law is the law'. This philosophy permits driving the wrong way down one-way streets, ignoring red lights, and passing from the right, left, or center lanes. None of this bothers the police.

Four lanes of traffic converging on an

Downtown Puerto La Cruz, Venezuela. Extensive marina and yachting services are to be found in the area at the top of the photo.



CRUISING GUIDE TO VENEZUELA

intersection without a single working light becomes a vehicular scrum, where the driver with the loudest horn, quickest reflexes, and wildest hand gestures emerges first. Hand gestures are important in Venezuela. If the driver in front of you hangs an arm out the window and shakes it wildly, he's warning you to be on guard because he's about to attempt a free-form driving maneuver. Facial gestures can be equally important. If you get lost and ask for directions, pursed lips to the left means that you should turn left; pursed lips to the right means you should turn right; and a straight ahead kissing motion means you should continue the way you're going.

What makes driving more complicated in Venezuela is that the roads aren't exactly clear. For example, at most intersections some *chamos* — Venezuelan for 'dude' — will be selling beer along with the guys hawking newspapers. In addition, all along the roads there are people flogging pirated DVDs, blood pressure equipment, shoes — whatever might have fallen off the delivery truck that day.

Oil is king in Venezuela. Long pipelines snake out of towns to large tankers that will carry full loads to the United States. Venezuela is the third largest oil exporter to the United States and the fifth largest in the world. Big oil flares dot the horizon, and for somewhere in the neighborhood of \$33,000 a day, you too can rent an oil rig. Only the state run oil company can drill for oil, however.

The haves and have-nots of Venezuela are usually divided by whether or not they work in the oil industry. The country is run by President Hugo Chavez, who is a bit of a nut case, and who is back in power after a weird coup attempt failed in April of last year. Chavez can be seen on television making policy statements while holding a pair of pliers and making World Wrestling Federation-style gestures about what he's going to do to his opponents. Despite the extreme poverty in much of the country, Chavez has big plans for a . . . space program! Right now he's got more problems on earth, where there are major pro-democracy rallies being held all over the country. It's impossible to tell where things will go from here.

The sailing has been good for the last year, although getting down here to the Caribbean, and now Venezuela, meant bucking the trades most of the time. Now that we'll probably start heading west again, we should have the wind from aft. We are hoping the boatyard will be finished with painting our boat in two or



three weeks, but meantime we are spending our nights ashore in a sixth floor apartment with a 360-degree view of the city, sea, mountains — and occasionally parrots that fly by. The apartment is being loaned to us by our adopted Venezuelan family, and we're thankful for it, as it's 96° outside in the boatyard.

Once our boat gets back in the water, we'll sail to some of the Venezuela's offshore islands before continuing on to Curaçao, Bonaire, Aruba, and then the San Blas Islands of Panama.

— mark & laurie

Loreto Fest

**Marta Jensen — Reunion
Puerto Escondido, Baja
(Sea of Cortez)**

In the 'better late than never' category, Marta Jensen reports that some 150 boats attended May's Loreto Fest 2002 at Puerto Escondido. While there were ham radio tests, fun and games, and endless socializing, the highlight of the event — and the reason it was founded — was for cruisers to do a clean-up of the harbor. Seventy-five folks signed up as official participants and filled bags full of refuse. Having cleaned the harbor up for a number of

IN LATITUDES



PHOTOS COURTESY MARTA JENSEN



Spread; The Loreto Fest clean-up crew. Inset; Craig and Kylie of 'Doggaone' on left, and Eitan and Robyn of 'Mintaka' doing their part.

years in a row now, it's not as easy as it used to be to find big stuff. The Loreto Fest is sponsored by the Hidden Harbor YC, and will be held on May 2-5 this year, giving everyone time to make it up following Sea of Cortez Sailing Week, which will be held in the second week of April.

If we could humbly make a suggestion to the cruisers in the Sea of Cortez, it would be that they or one of the yacht clubs or other sailing organizations in the area get serious about doing beach clean-ups at all the anchorages in the Sea of Cortez. Environmental organizations are finally starting to get a little traction — and money — in the Sea of Cortez, and they represent the entire spectrum of philosophies from moderate to extreme. Indeed, there are some environmental groups that are dedicated to making all of the islands in the Sea of Cortez off-limits to all visitors, cruisers included. We think that the best way to prevent this is by cruisers proactively and publicly demonstrating a commitment to bettering the environment in the Sea — by having an annual clean-up of *all* — or almost all —

anchorages in the Sea. It's not as if there are that many or that there aren't enough cruisers to do the job easily. And the risks of not doing something are too great. There is still time for cruisers to be seen as stakeholders in the solution to the Sea of Cortez's problems rather than part of the problem itself, but that time is slipping away.

Anybody interested in preserving this great and unique cruising area? It's possible that *Profligate* could be available for this project during the first week in April, the week before the start of Sea of Cortez Sailing Week.

— latitude 38 12/15/02

Sharika — Contest 38 Terry & Shari Owen Cruising The Med (Belmont)

Some people spend 10 years planning a cruise. Then there's Terry and Shari Owen, formerly of Los Altos but currently of Belmont and the South of France. The couple, who have sailed the Bay for 30 years with the same Coyote Point-based Ericson 27 *Tango II*, came to cruising entirely by

accident. That they ended up cruising in the Med — and plan to do so for at least three more summers — was even more happenstance.

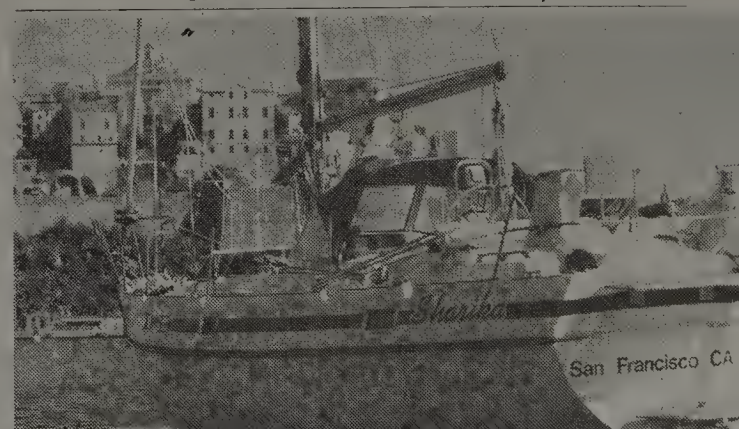
Terry explains that the couple's fall into cruising began innocently enough when he accompanied fellow Coyote Point YC member Larry Tauscher on a boat hunt to the East Coast. Tauscher had spent two years cruising from San Francisco to the Carolinas, where he sold his original boat, and was back east looking for a larger replacement. "While helping Tauscher look for a new boat, I stumbled across a Wauquiez 38 that I really liked, and in the process caught the cruising bug," says Terry.

He didn't have to work hard to convince his wife Shari to go along with the idea, so he started searching up and down the coast and even back east. Oddly enough, although they were searching for a cruising boat, they didn't have any place in particular they wanted to cruise. They were just going to start wherever they found the boat.

After inspecting a Swedish-made Hallberg-Rassy in Berkeley, they fell in love with the Northern European style of cruising boat. Since there aren't many of those in the States, Terry logged on to the Internet and began looking for boats in Europe. Before long, he'd come up with a list of four candidates, one each in France and England, and two in Spain.

Two summers ago, the Owens flew to Palma de Mallorca, Spain, to look at a Hallberg-Rassy, then continued on to Port Grimaud, which is located in the same little bay as St. Tropez, France. A broker showed them a Ted Hood-designed Wauquiez 38, but they didn't care for the layout. They did, however, spot a center-cockpit Contest 38 — a top pedigree boat built in Holland — they liked. The boat wasn't in the best of shape — in fact, not long before her mast had fallen over at the dock! When the Owens saw the boat,

'Sharika', the Owens' Contest 38, rides on the hook off Calvi, Corsica. Like everywhere else, Calvi was one of their favorite stops.



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she'd just been fitted with a replacement mast and new teak decks.

Other than some old systems, the biggest problem with the boat is that she wasn't for sale. However, the owner was in his 90s. And the other berthers at upscale Port Grimaud didn't look kindly on somebody who allowed their boat to go to the point that her mast fell over at the dock, damaging several other boats. To make a long story short, the Owens made an offer, there was a counter offer, and in the end a bid of \$89,000 was accepted. This was about \$30,000 below market for similar Contests, but the money saved went to upgrading some of the systems. Having owned the boat for nearly 18 months, the Owens couldn't be more pleased.

The Owens think that boats might be just a little less expensive in Europe — assuming they are about 10 years old. "When Europeans buy boats in Europe, they have to pay 18% VAT (value added tax), so if they sell a boat in three to five years, they expect to recoup it. For an American who doesn't have to pay VAT, it would be cheaper to buy the same boat brand new rather than add 18% to the price of a recent used model. So when it comes to recent model European boats, it's mostly Europeans buying them."

The most difficult thing about buying a boat in Europe turned out to be the U.S. Coast Guard. Since their new boat had been registered in Germany, the Owens needed to get her reflagged in the U.S. After starting with phone calls, Terry was able to download all the necessary forms on the Internet. The problem was that the Coast Guard demanded to see the original German documentation which was hard to get. When they did get it, they

Terry and Shari enjoying a meal ashore. They found the restaurant meals and groceries to be delicious — and reasonably priced.

couldn't read it because — duh! — it was in German. Ultimately, Terry went to a library and used a German dictionary to translate it the best he could — and the Coast Guard accepted it! There was only one other small hitch, caused by the fact that the German seller's name means 'seller' in German. When all was said and done, it took about a month to complete the reflagging. By the way, the couple said the buying and reflagging process was made easier by the fact they'd read letters in *Latitude* by couples who had previously done it.

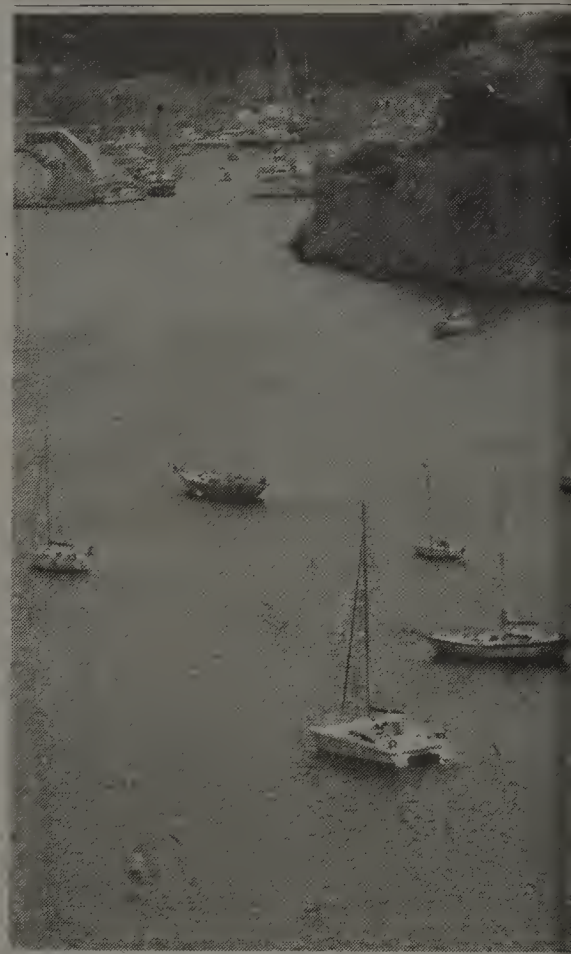
After the deal closed and the boat was rechristened *Sharika*, the couple spent two months on a mini cruise that only took them as far as Cannes and Nice — just 75 miles to the east of Port Grimaud. But they enjoyed themselves. After they secured the boat for the winter in Port Grimaud, they couldn't wait to return.

For folks planning on cruising in the Western Med, the Owens say there are two 'bibles'. The first are the Imray Coast Pilots, which are in English. Four were required to cover the Western Med. In addition, they highly recommend the French pilot, *Livre de Bord*. Although the latter is written in French and includes minute details, Terry says that it was easy to understand.

As good as the 'bibles' are, much of their best information came by word of mouth, starting with veteran cruisers who belonged to the Port Grimaud YC. "We weren't members of the club," say the Owens, "but they included us in all their activities, included their Friday night meetings." About 30% of the members were French, while 70% were from other European countries. The Owens were the only Americans. Nonetheless, many of the Europeans spoke English, and all of them were very friendly. "They bent over back-

wards to help us, and are such wonderful people. It was from them that we got lots of great information about what kind of itinerary to have, where to anchor, what marinas to stop at, and so forth."

When the Owens resumed cruising in June of last year, their only specific goal was to include a stop at Barcelona, Spain. Based on the prevailing wind directions —



such as they are in the Med — and recommendations of their new European cruising friends, they decided on a clockwise trip that took them to Villefranche, France; Menton, where the French and Italian Rivieras meet; Corsica; Sardinia; the Balearic Islands; Barcelona, Spain; and back to Port Grimaud. It would be approximately 1,200 miles to cover in five months. The Owens almost immediately fell behind schedule because they loved each stop so much they could barely tear themselves away.

If you were going to cruise the Med, one of your major concerns would be whether or not you'd be able to find space in a marina when the weather turned sour. The Owens aren't sure if the marinas were less full because of a post 9/11 drop off in tourism, but finding space in a marina turned out never to be a problem. Not even during August in Mallorca, which is the busiest month in the busiest place.

The Owens elected to stay in marinas about 60% of the time, and anchor out the other 40%. During the high season — which started in June and ended at the end of September — they found prices to be low for boats 12 meters or less, moderate for boats 15 meters or less, and expensive for boats over 15 meters. They typically paid about \$1 U.S. per foot per night. In a few places, such as Alcudia, Mallorca, berthing ran as much as \$45/



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LATITUDE/RICHARD



Villefranche is one of the most pleasant harbors in the Med. It's about 15 miles west of Monaco, and just over the hill from Nice.

night. On the other hand, during the low season the berth fees plummeted. For example, they got a spectacular berth right along the promenade at Cannes for just \$13,50 a night!

Berthing turned out to be their biggest single expense, but need not have been. In most places, there were also anchorages nearby. The exceptions were on the windward sides of Corsica and Sardinia, where they almost had to stay in a marina or run the risk of finding themselves anchored on a windy lee shore.

After starting from Port Grimaud, the couple worked their way east to Villefranche, a beautiful little bay between Nice and Monaco that used to be home to the U.S. Sixth fleet. "Villefranche was fantastic!" they say. "One time we spent 10 days there, and another time we spent five days." They spent all their time on the hook — along with hundreds of other boats, from dinghies to the world's largest megayachts. From the nearby little station at Beaulieu sur Mer, it was a quick train ride to Monaco.

When the Owens got to Italy, they were tickled by how well visitors were treated by the marina staffs. "Usually someone in a little boat would come out to meet us before we even got inside the marina, and then would guide us to our slip. By the

time we were pulling in, they'd have already gotten out of their little boat and were taking our docklines!" Marinas in Italy tend to offer higher levels of service than in other countries.

The Owens came across other cultural differences. In the beginning, for example, both Terry and Shari were a little startled to see that adult women thought absolutely nothing of getting completely undressed to take a shower on the marina docks. So going topless didn't even raise an eyebrow. "After a while you just get used to it," says Terry, "and even Shari began to follow some of the European customs."

"If a woman wore a one-piece suit, she was almost stared at because she seemed overdressed," laughs Shari. "But there was a similar standard for men. If a guy wore a regular swimming suit, he looked frumpy. Men have to wear little Speedos."

Smoking was another cultural surprise. "We couldn't believe how many people still smoked, and that they smoked everywhere." On

the nicer side, the couple enjoyed seeing entire families going for evening strolls together, often walking hand in hand. "Even the teenagers joined them."

The Owens had no problems with port officials. "They were fantastic," says Terry. "Very professional, and there weren't any big fees. The only minor hassle we had was at one place in Sardinia, where the port official made me check in with the Coast Guard. When I finally found the Coast Guard office, the officer on duty gave me a look that said, 'Why are you hear bothering me?'" Since Terry had showed up, they guy was forced to fill out some forms.

Some cruisers claim that the Med is notorious for not having any wind. "There's plenty of wind," disagrees Terry. "In fact, we sailed about 50% of the time. But it usually blows less than seven knots or more than 20 knots. The other thing is that there are huge windshifts, particularly on the passages of more than 200 miles. An abrupt windshift of 180° is not unusual."

"One thing that took us by surprise," says Shari, "were that the waves were so steep and close together. You'd have to get 20 miles away from land for the swells to spread out even a little."

"Another reason we rarely sailed close to the shore — much of which was quite beautiful — is that there was a countless number of fishing nets," says Terry. "In anything less than 100 meters, there were so many nets it was unbelievable. We even saw them in water as deep as 140 meters!"

When dining or buying groceries, the Owens found that prices were quite reasonable. Spain was the least expensive, Italy was second, and France was the

Marinas in the Med are usually located near the old parts of towns, and thus tend to have more soul than the Marina del Reys of the world.



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most expensive. "Even France wasn't bad, as you could get a five-course gourmet meal in a French restaurant for \$30 each," says Shari. "I'm talking about a two-hour, truly gourmet meal."

Shopping for groceries was also fun, and the food less expensive than in the States. "In France and Italy, they have all these little butcher and veggie shops with great stuff. And many places had farmers' markets. So we never ate any frozen foods. In addition, you could buy lots of entrees or meals that were ready to eat. Several times we bought freshly cooked pork roasts for \$7 to take back to the boat. Combined with wonderful fresh vegetables, this would be a meal for three nights. There were lots of other reasonably priced prepared foods almost everywhere, so we rarely had to cook on the boat. It was fantastic. Despite all the wonderful food, we both lost weight!"

When it came time to get more money to buy food, the Owens did all their banking online. "It worked great," they say, "as Internet cafes were everywhere. The rates ranged in prices from \$2/hour, which was very low, to \$10/hour, which was very high."

After the French and Italian Rivas, the couple sailed down to Corsica, which they were pleasantly pleased to fall in love with. In fact, they spent an entire month there. In particular, they both took a real liking to Calvi, which has an old town, a new town, and a moderate amount of tourism. "While anchored off Calvi, we were surprised to find that little boats came out to do things such as collect garbage and sell croissants. It was here that we realized that Europeans aren't so hectic, and seem to savor life more than most Americans. On the other side of the coin, it also means you can only get one thing

When people think of France, they rarely think of Corsica. But given the wonderful cruising, perhaps they should.

done a day. A couple of times we tried getting two things done in a day," Terry laughs, "but it just wasn't possible."

One of Terry's favorite stops was Alghero, Sardinia. "It wasn't that big, but it had an old walled city and a more modern part. It was just neat. Plus the food was fantastic, as I had the best steak I've ever eaten in Europe."

"The beef isn't very good in Europe," Shari explains, "but at Alghero it was very good. While there, we ended up next to an Italian family that we'd been berthed next to at the previous marina, so we became friends. They had named their boat *Miami*, of all things. Having become friends, they then showed us what a real Italian dinner is like. The couple had to work to speak English, but their daughter — like most young Europeans — was pretty fluent in English."

Shari's favorite stop was Barcelona, where they spent another entire month. "I love the diversity of that city, from the people to the food to the architecture. Everything about that city is wonderful. I loved the wide boulevards and the provisions for cyclists. Lots of people ride bikes, and so did we. We carried two folding bikes on the boat, and they got a lot of use over the summer."

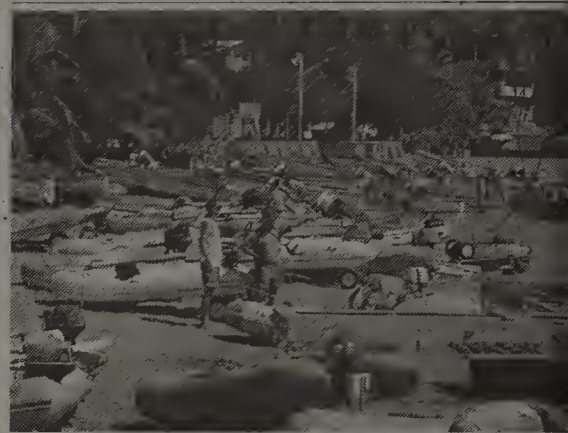
While both Terry and Shari loved almost every place they visited, they were a little down on Alcudia, Mallorca. "It was too crowded, too touristy, and too expensive — it reminded us of Waikiki."

If Terry, who is in his early 60s, and Shari, who is in her 50s, have any regrets, it's that they didn't start cruising earlier. "We're a little late, but we can't wait to get back to our boat this summer. We plan to spend five months a year in the Med for the next three or four years. We want to go back and do Spain, we want to do the Eastern Med, and I'm from Hungary, so we want to spend a summer up in the Adriatic where my friends and family can visit. Our only problem is that we love every place we go."

Terry said that the couple benefited greatly from *Letters and Changes* written by cruisers who had previously cruised Europe, and now he'd also like to help. So if anyone has any specific questions on cruising in the Western Med, email Terry at terryshari@yahoo.com.

"This wasn't a lifetime dream of ours, but we're delighted with our boat, which can be easily handled by two but can accommodate four. And with cruising in the Western Med, we'd recommend it to anyone."

— latitude 38 12/10/02



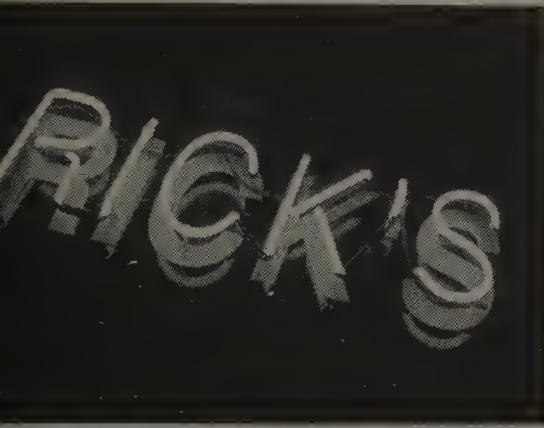
Cruise Notes:

We were pleased to get the news from Jimmie Zinn aboard the San Francisco-based Morgan 38 **Dry Martini** that the **Second Annual Zihua Fest** is a definite 'go' for January 29-February 2 at beautiful Zihuatanejo Bay. "As with last year's event, the main purpose of all the fun is to raise money to benefit the Netzahualcoyotl Indian School," says Zinn. "Last year we raised \$4,000 U.S., and with dollar-for-dollar matching funds from Gloria and Richard Bellack of the Bellack Foundation, we're shooting for a total of \$10,000 this year. All donations through the foundation are tax deductible for U.S. taxpayers. A second goal of this year's event is to further the already good relations between the local community and the rapidly growing cruising fleet."

Zihua Fest will start with a no-host kick-off party at Rick's Bar on January 29, at which times shirts, burgees, and the final schedule of activities will be available. On January 30, there will be a 'no stress' Pursuit Race, with prizes for the fastest and slowest boats. Later in the afternoon, there will be a dinghy raft-up and appetizer potluck around and aboard **Profligate**. Last year this party drew over



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PROFLIGATE PHOTO BY LYNN CAGLE; ALL OTHERS LATITUDE/RICHARD

Zihua Sail Fest is all about having fun while doing good. Clockwise, from above: 'Profligate' carries 45 contributors on the Charity Race. Friendly Zihua officials. The dinghy dock is a beach. Rick's Bar, cruiser central in Zihua. Three of the girls the Zihua Fest was founded to help.

125 cruisers. On February 2, there will be a charity sail aboard *Profligate* for those fun-loving folks willing to cough up some extra pesos to directly benefit the Indian school. If a couple of more cats — such as **Wavy** and/or **Little Wing** — participate, there will be a charity race. The fun event will be followed by beach volleyball, a blindfolded dinghy race, a cop-a-feel game (you figure it out), and other fun. The final event, on February 2, will be a Sail Parade, with the fleet dressing ship for a parade to Ixtapa and back, followed by a beach BBQ and party at Las Gatas Beach.

Who is organizing the Zihua Fest? Christopher and Dawn of the Kodiak-based Ingrid 38 **Alaskan Sun**; Michael and Catharine of the Vancouver-based Contessa 38 **Breila**; Chris and Becky of the San Francisco-based Pacific Seacraft 40 **Bonne Idee**; Ed and Daisy aboard the Marathon, Florida-based CSY 40 **Siesta**; and the previously mentioned Jimmie and Jane of the San Francisco-based Morgan 38 **Dry Martini**. All but the folks on *Alaskan Sun* are second year cruisers.

Although the Zihua Fest is still in its

embryonic stages, we at *Latitude* are big supporters. Yes, it's quite a ways south to Zihua from Mexico's Gold Coast, but just about every cruiser who has made the trip will tell you that it's worth it. For one thing, the locals and cruisers just seem to be happier and more carefree in Zihua than anywhere else. So we encourage cruisers to sail south to help raise funds for a terrific cause. If anybody who can't make it down still wants to contribute, they can make their checks out to the Bellack Foundation, note that it's for the Netzahualcoyotl Indian School, and send them to us at *Latitude*.

What are things like early this season in **Z-town**? Zinn reports that although it was only the middle of December, some 25 cruising boats were already in the anchorage and many more were expected before Christmas. **Rick's Bar**, 'cruiser central', has opened for the season and is providing advice and assistance of every kind — as well as killer margaritas and snacks. The very informal **Zihuatanejo YC**

— no dues, no meetings, no officers, and no blazers — is also open and serving up great food and drinks from its beautiful perch overlooking Zihua Bay. Both Rick's and the Yacht Club will be heavily involved in facilitating this year's Sail Fest. There is still no real dinghy dock in Zihuatanejo, but beach landings beside the public *muelle* are usually uneventful. The landing is located right in front of the local Navy base, so there is a guard to watch over the dinghies. When dinghying ashore this year, folks have to dodge the unfortunate Mariner 35 ketch that went ashore in late September — and is still there. The **Port Captain's** office has installed a new service window, greatly speeding up the clearing process over last year. An Immigration check-in is also required, but it's fast and efficient. The only delay in the clearing process is the line at the bank, which isn't too bad except on Mondays and Fridays. Want to be really cool in Zihuatanejo? Use 'Zihua' ('zee-wha') for the nickname. The locals take a lot of pride in their town, and don't care for 'Z-town' or 'Z-wat'."

Informative report, Jimmie. Anyone care to make a similar one for **Mazatlan**, **Tenacatita Bay**, **Bahia Navidad**, **La Paz**, or elsewhere in Mexico? Thousands of readers are interested in updates from these places, too.

"As you can see from the accompanying photograph, we — five singlehanders and one couple on a trawler with lots of fish and ice — got together at Isla Gamez, Panama," reports Steve Cherry of the San Diego-based Formosa 41 **Witch of Endor**. "Greg White and Meg Jackson of **Wet Bar**, a 48-foot Offshore Sedan out of Tempe, Arizona, entertained Don Thomas of the Peterson 44 **Tamure** from Balboa Island; me on *Witch of Endor*; Schelmi Gier of the Alden 34 **Irena** from Flensburg, Germany; David Mills of the Pearson 424 **Takeitez** from Brisbane; and Bob Willmann of the Islander 37 **Viva** from San Diego."

Thanks for the report and photo, Steve. We've got a real soft spot for all the

From left, Don Thomas, Steve Cherry, Schelmi Gier, David Mills, and Bob Willmann hanging out at the 'Wet Bar' at Panama's Isla Gamez.



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singlehanded guys out there, and enjoy the chance to give them some recognition. We know that most of them are too shy to write about themselves.

"Except for two containers of equipment that were stolen or misplaced prior to shipping from the Bay Area, my first class **Puesto del Sol Resort & Marina** project for five miles north of the commercial port of Corinto, Nicaragua, is going great," reports Roberto Membreno of the San Diego based Peterson 46 **Puesto del Sol**. "We've got over 250 locals working on the project for us, and thanks to international aid, are building a school for their children. We already have navigation aids in place, hazards marked, and the clubhouse halfway done — and are continuing at full speed. We don't have fuel yet, but that's coming soon, so all southbound cruisers should stop by and check us out. A lot of Americans may not know it, but the Nicaraguan government and people are now pro-capitalist. They want investment and development, as they see it creating jobs and educational opportunities for their children. As for myself, I was retired — but am now hav-



ROBERTO MEMBRENO

The workers at Puesto del Sol have been busy clearing hazards, marking obstacles, and setting navigation buoys.

ing the time of my life working with all the people on this project."

"In December of last year you ran an item about Les MacNeill and Marcia Stromsmoe of **Rio Nimpkish**, who were

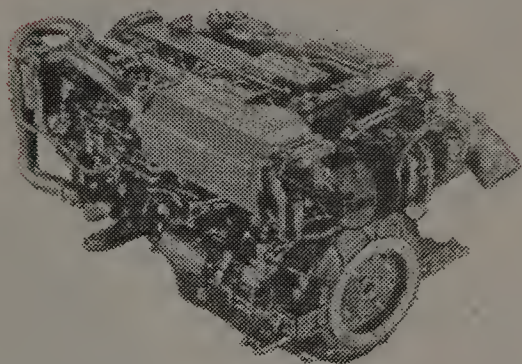
making their way from the South Pacific back to their homeport of Victoria, B.C.," writes James MacNeill. "If you recall, they were viciously beaten while ashore at Papua New Guinea. To update the story, they were medically evacuated to Australia, and later Canada. Marcia estimates that she's at 90% of her previous abilities. Les is physically fine, but has a serious brain injury that caused him to lose his short term memory and ability to do abstract thinking. Fortunately, he can remember everything up to the attack. He also retains his sense of humor and spirit, saying he won't let that "#!&%@#!" ruin his life. Earlier in the year, Marcia returned to Rabual with three friends to sail **Rio Nimpkish** back to Canada. To compound the previous troubles, she discovered that the boat had been broken into twice while in the care of the local yacht club! A lot of stuff was lost, the most serious besides their photos being their address book. Given all that has happened, the couple has begun to wonder if they are atoning for something bad they did in a previous life. In any event, they'd like to

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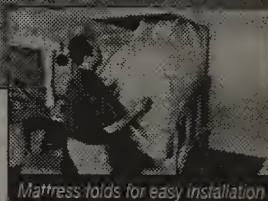
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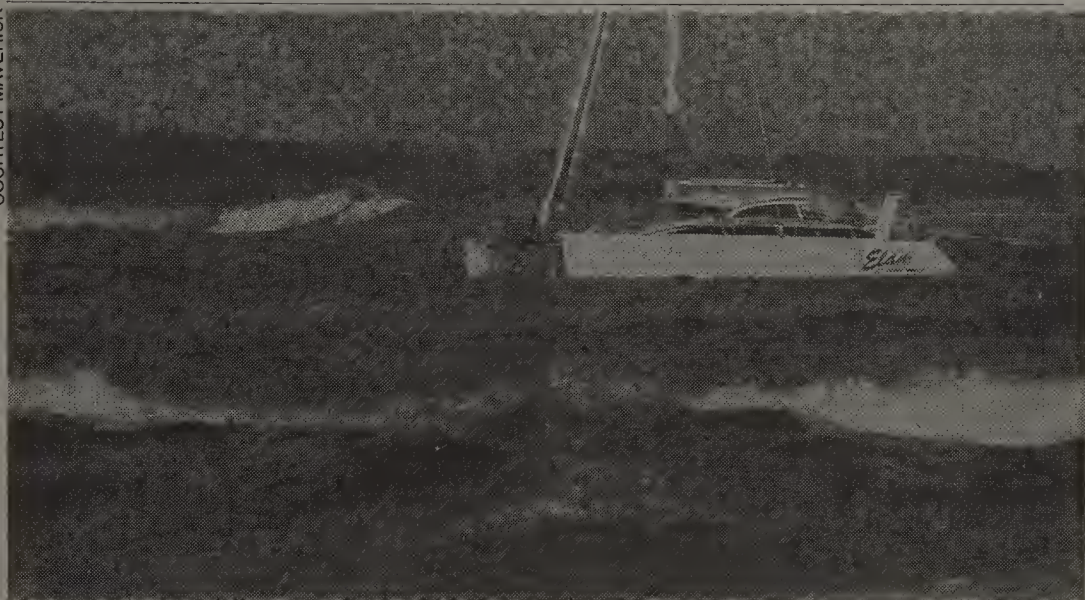
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let cruising friends they'd met in and across the Pacific know they can be contacted at stromsmoe@hotmail.com; at 583 Toronto Street, Victoria, BC, V8V 1P1; or at (250) 381-2176. They would love to hear from you. After Marcia and the two friends sailed *Rio Nimkish* back to Victoria, the boat was sold, which was quite sad. As is the case with many cruisers, the couple hadn't been insured for their losses."

Frankly, we at *Latitude* don't buy the previous lives and atonement business. The unpleasant truth some of us would prefer not to face is that there are some genuinely bad and violent people in this world. By the way, if Les and Marcia ever happen to find themselves in San Francisco between May and early October, when *Profligate* is likely to be in town, we'd enjoy taking them for a sail on the Bay.

"Six months ago we arrived at Bahia del Sol, which is in Bahia Jaletepec, El Salvador," report Murray and Colette on **Tarazed** — type of boat and hailing port not specified. "We intended to stay for a week, but it's been six months. Getting

COURTESY MAVERICK



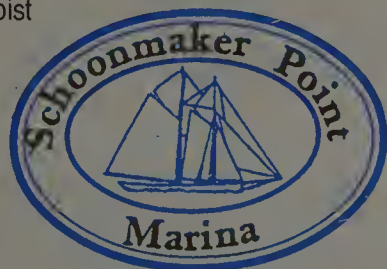
Guy and Deborah Bunting's catamaran 'Elan', seen about to cross the bar to get into the estuary where the Bahia del Sol Resort is located.

into Bahia del Sol can be interesting, as you must wait for high water and a guide to take you over the bar. If the tide is low when you arrive, no problem, you just have to anchor in 30 feet until it comes

up. During a period of big surf earlier this year, several boats had to wait offshore for three days. Again, no problem, as the El Salvadoran Navy supplied guards for each boat and the hotel provided free rooms for the sailors! All the necessary officials are permanently stationed here at Bahia del Sol during the busy season, so paperwork is handled in an expedient manner — while you enjoy a *cerveza* in

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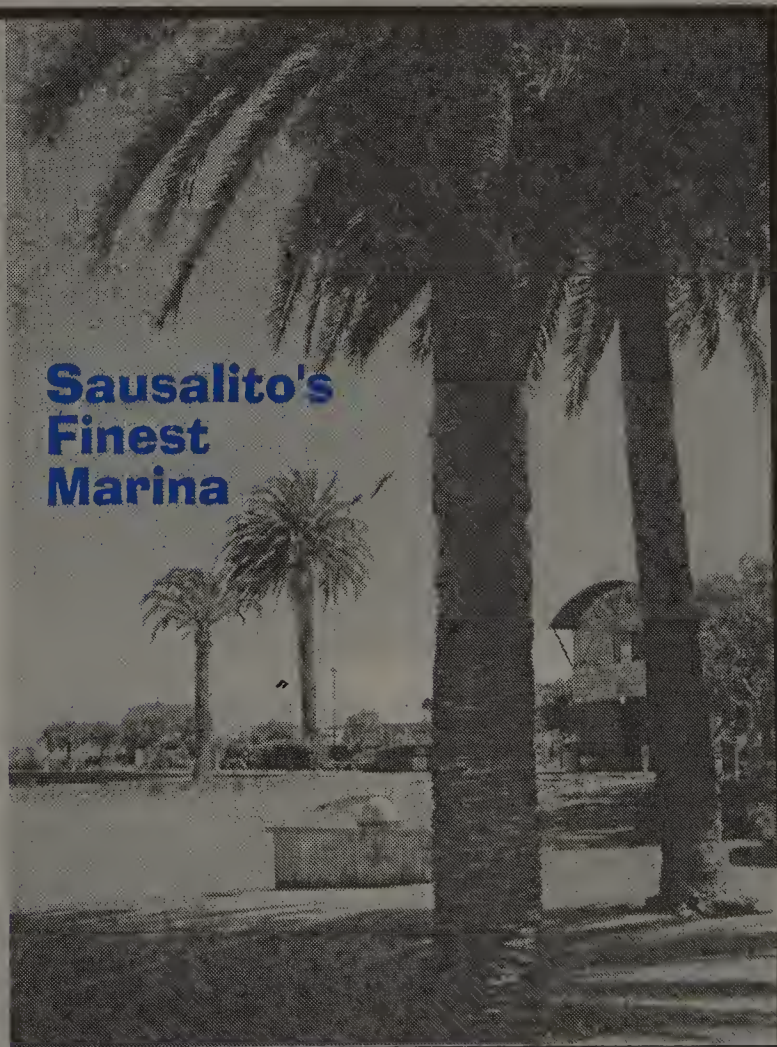
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the hotel restaurant! Fees are \$10/person for 90 days, with no charge for the boat. Once here, you can anchor in the estuary in front of the hotel or pay \$5/night for a buoy. We left *Tarazed* at anchor for two months while we travelled back to the States, and the Salvadoran Navy kept a watch. Others have done the same with no problem. Bahia del Sol is below the hurricane belt and not as wet as Costa Rica during the rainy season.

"Bahia del Sol has and does everything to meet the needs of cruisers, including having two swimming pools, a laundry, internet access, a fuel dock, a 30% discount on food and drinks, Wednesday 'cruiser nights', and much more. They are, however, going to start charging a minimum of \$5/day in cruiser services — meaning beverages and food — to discourage freeloaders. A couple of delicious but inexpensive meals a week would easily cover the minimum. Even though we're going to continue south this year, we've bought property on one of the islands. The estuary is beautiful, and dinghy trips through the mangroves to the nearby *pueblos* are interesting, and the wonder-



VELELLA

Having crossed the Pacific, visited Vanuatu and returned to Fiji, 'Velella' takes a well-deserved rest prior to the long sail back to New Zealand.

ful locals are eager to greet and help cruisers. Trips into the capital of San Salvador are 90 minutes by chicken bus — which all we cruisers have come to love. Inland trips to beautiful Guatemala and

Honduras are both inexpensive and wonderful."

Garth Wilcox and Wendy Hinman of the Seattle-based Wylie 30 **Velella** have returned to New Zealand after a summer of cruising in Fiji, Vanuatu, and other South Pacific islands. We'll have a big *Changes* from them next month.

"We bought our boat in New York in 1994 and have been cruising slowly around the world ever since," report Don and Katie Radcliffe of the Santa Cruz-based Beneteau First 456 **Klondike**, which is currently in Thailand. "Our course has taken us down through the Caribbean, through the Panama Canal, and across the South Pacific to Australia. After spending four years on the east coast of Australia and among the neighboring island groups, we left the Pacific in 2001 and came up through Indonesia to Southeast Asia. Once we finish our major refit in Phuket, our destination is uncertain, as we've found that the best cruising plans are no plans at all.

"But while the rest of you were greeting winter on the Bay in late November

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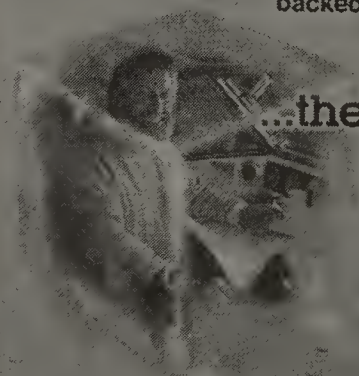
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and early December," the Radcliffe's continue, "we joined 77 competitors from all over the world for the King's Cup in Thailand, the premiere regatta in Asia. All kinds of boats participated, some of which had been shipped from as far away as England. The Racing Class had 13 boats, ranging from a Mumm 30 to the Tom Wylie-designed and Schooner Creek built 77-ft **Jelik**. In the Premier Cruising Class, the stripped-out X-482 **Hocux Pocux** won a tiebreaker with **Australian Maid**, a race boat pretending to be a cruiser. The best-looking boat in the class was the grand old 72-ft **Stormvogel** of TransPac and *Dead Calm* movie fame. A pair of actress Nichole Kidman's knickers are said to be framed in the salon. There were three IRC cruiser-racer classes, and Douglas Ludden's **Kylie** from the St. Francis YC was in one of them. The IRC 3 Class had 19 boats, about half of them Sunsail charter boats. Although they had chutes, they were slow in the light stuff because of fixed props. Nonetheless, each day Sunsail gave out nice half-model trophies to the top placing charter boat. In an effort to at-

DON RADCLIFFE



Two views of this year's King's Cup action in Thailand. On the bottom, the fleet races around Phi Phi Island. Above, the great 'Stormvogel'.

tract more of the transient cruising boats, the Ocean Rover class did not require a rating certificate and featured a reduced entry fee. Since we couldn't find anyone else to race with, we entered *Klondike* at

the last minute — and cleaned up on the other two cruising boats.

"In addition to the racing," the Radcliffe's report, "the regatta included six all-you-can-eat, all-you-can-drink parties at local resorts. The first two at Phi Phi had a hot Thai reggae band, traditional dancing, and the Thai food was better than at Phuket. Unfortunately, early December is a bit too soon for the north-

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easterly monsoon winds that mark the prime sailing season in Thailand, so the first three days of racing were very light. Even though the regatta was moved to Phi Phi Island — where all the really beautiful Swedish girls spend their winters — there still wasn't much wind until the last two races. As such, party fatigue set in early. One of the highlights of the event was a candlelight ceremony for the King's Birthday on December 5. All in all, it was like an upscale MEXORC — with all the other Thailand attractions included."

"Chaguaramas Bay in Trinidad was invaded by an oil slick yesterday," reports John Anderton of the Alameda-based **Sanderling**. "The slick has moved into the inner harbor, the anchorages, and the many small marinas. There are two possible sources of the oil — a ship in the Caribbean, or one of the many oil platforms in the Gulf of Paria. Some suspect the latter, because the oil workers in nearby Venezuela are on strike. The only sure thing is that it's a mess. I'm anchored in a small cove to the east of Chaguaramas next to the Trinidad & Tobago Sailing Association. So far the slick hasn't made it

LATITUDE/RICHARD



Gabby McCrosky waiting for a wave during last year's Zihua Fest. She'll find more when she and husband Steve sail to Boca del Toro.

around the corner and into this little bay, but I'm not confident my boat will be spared."

Steve and Gabby McCrosky, of the Big Bear-based Cheoy Lee 35 **Karibu**, report

that Neil and Debra McQueen, of the Santa Cruz-based Vanguard 33 **Tranquilo**, who are friends from the 2000 Ha-Ha, have travelled through the Panama Canal and up to Boca del Toros on the Caribbean side. "Awesome!" is the word the couple used to describe it. Neil, a dedicated surfer, reports there are tons of waves and the diving is terrific. As for the McCroskys, who are now snowboarding two hours each morning near their new home, come March they'll be heading back to their boat in Puntarenas, Costa Rica. "Tell everyone that it's possible to leave their boat on the hard at Puntarenas for an extended time, but it's not without some headaches, as we've had to deal with a lot of under-the-table paperwork." Once they get back to **Karibu**, they'll spend six weeks sailing her through the Canal and to the Boca del Toros.

"We had a great two-week, 700-mile trip from La Paz to Zihua in November with Adam, Sueann, Jennifer, and Frank as crew," reports Don Engle of the Lafayette-based Hunter 450 **Circe II**.

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DEREK KELSALL

"Other than too little wind, having to dodge tropical storms, and getting water in the fuel lines, all went well. I had previously planned to take *Circe II* through the Canal in April, keep her south of the hurricane belt during the summer, and then sail her throughout the Caribbean next winter. These plans have been supplanted by the progress of the **70-ft Kelsall catamaran** that Tom and I are having built in New Zealand. She will be ready to start sea trials in October, which means we'll be able to leave New Zealand for Tonga in April of 2004. So instead of sailing *Circe II* to the Caribbean next winter, I will be getting the new cat ready to cross the Pacific. *Circe II* will now stay in Zihua until the end of January, then start working north. In May or June, we'll truck her back to the Bay Area from San Carlos."

Speaking of big cats, Sam and Caren Edwards, with youngsters Rachael and Dana aboard the Portola Valley based Marquesas 56 **Rhapsody**, have spent much of the last season cruising Papua New Guinea around Tufi and Kavieng.



Don Engle's new 70-ft cat, now being built in New Zealand, is going to be both huge and sumptuous. She's to be launched next fall.

They were scheduled to return home for a couple of weeks over the holidays.

Further along this vein, Mark and David Bernhard of the East Bay 'rallied' their new Catana 58 catamaran **Aurora**

across the Atlantic last month as part of the 217-boat Atlantic Rally for Cruisers (ARC). It was quite rough in the beginning, but the last week or so was idyllic. We were hoping to have a detailed report for this issue, but maybe next month.

Not another Catana 58! Bob Wilson reports that he joined the delivery crew for the Norfolk, Virginia, to Walker's Cay, Bahamas, delivery trip aboard his son-in-

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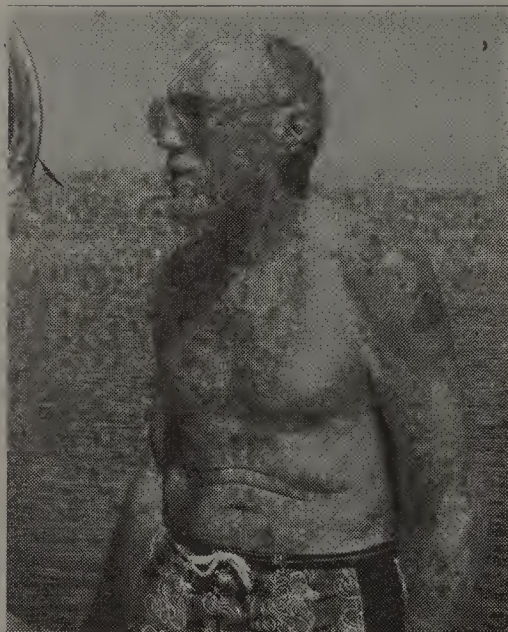
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law and daughter's almost new Catana 58 cat **Blue Moon**. With the wind on the nose, they had to motor most of the time, doing eight knots using just one engine at a time. "Twice we had mild gales with winds to 35-40 knots, which the cat managed well despite the lumpy seas of nine to 12 feet from all directions. Despite the conditions, a glass wine decanter sitting atop a galley cupboard didn't move from where it had been placed back in April! During the worst of the weather, we put in second precautionary reefs at night — something that was done entirely from the cockpit under the hardtop. My only complaint was that the captain and sailing master for the trip, both Norwegian monohull sailors, kept *Blue Moon* head-to-wind under power during both gales. That may be accepted monohull practice, but we did take occasional bridgedeck slams in the upper middle, with more frequent thumps on the steps inside each hull. The cat seemed to say, "O.K. guys, I can do this, but do I really have to?"

This is the last cat report, we promise. "It's December 17, the sky is clear, the wind is blowing from the ENE at 15 knots,



LYNN CAGLE

Blair Grinols of 'Capricorn Cat' is no teenager, so how can he possibly stay so thin on his brownies and ice cream diet?

and we're doing 8-10 knots under the big spinnaker while sailing from Hawaii to the Marshall Islands," reports Blair Grinols of the Vallejo-based 46-ft cat **Capricorn Cat**. "While Jack was out front on the

trampoline trying to give himself a haircut a minute ago, he almost got a pressure washing as *Capricorn Cat* surfed down a wave, sending spray all over. I eventually had to help him with his haircut. Since I don't know how to cut hair, he ended up with a buzz cut. We left Kauai this morning on the roughly 2,000-mile passage to Majuro, and things are going well. Despite all my ocean sailing, I usually get queasy the first day at sea, but not this time. I made some chocolate brownies last night, and mmmm, were they good! There is one big problem — there wasn't enough room in the freezer for ice cream. Man, am I going to go through withdrawals for the next few days. We — me, Jack, and Dave — fished all afternoon and caught a one-pound tuna. We didn't even have to stop the boat to get him aboard. Anyway, fish tacos tomorrow."

The heck with the American Heart Association and the American Cancer Society! Grinols, who at age 70 is incredibly energetic and fit, and who for the last seven years has been one of the most ac-

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tive offshore cruisers in the Pacific, has an unusual diet. His staples aren't the recommended fruits and vegetables, but brownies and ice cream. Medically it's all wrong, but it's sure been working for him.

Tom and Kathy Knueppel of the San Francisco-based Island Packet 40 **Tai Tam II** report they have been cruising from Boca del Toro, Panama, to the San Blas Islands, to Cartagena, Columbia. Although leaving their boat at Boca del Toro during a long visit back to the States was fine, they now think that Cartagena might be an even better place to do it. If nothing else, you can't beat the deals on meals: "In Cartagena it's \$10 U.S. for a four-course meal with all the wine you can drink." We'll have a *Changes* on the San Blas Islands and Cartagena from the Knueppels in the February issue.

"After watching the weather charts for several days while in the Chesapeake Bay, on November 23 I decided it was the right time to set sail for St. John in the U.S. Virgins," reports Marc Hachey of the Auburn-based Peterson 44 **Sea Angel**. Having singlehanded for so long, it was un-

COURTESY SEA ANGEL



For the first time in a long time, Marc Hachey didn't singlehand on an ocean passage, but he's still not found that female cruising companion.

usual that Hachey had Stu Wallace along as crew. "Stu hadn't done any bluewater sailing prior to the trip, and was looking for experience. He got a trip he'll not soon forget, as we arrived at Francis Bay, St.

John, 11.5 days later. Although we got slammed by squalls a couple of times while south of Bermuda, it was a fantastic trip with some great sailing. The boats that were just one day behind us and therefore further north, however, ended up in the middle of the storms and had 40 to 50 knots winds.

"Thanks for a wonderful Baja Ha-Ha," writes Mike Chambreau, who did the



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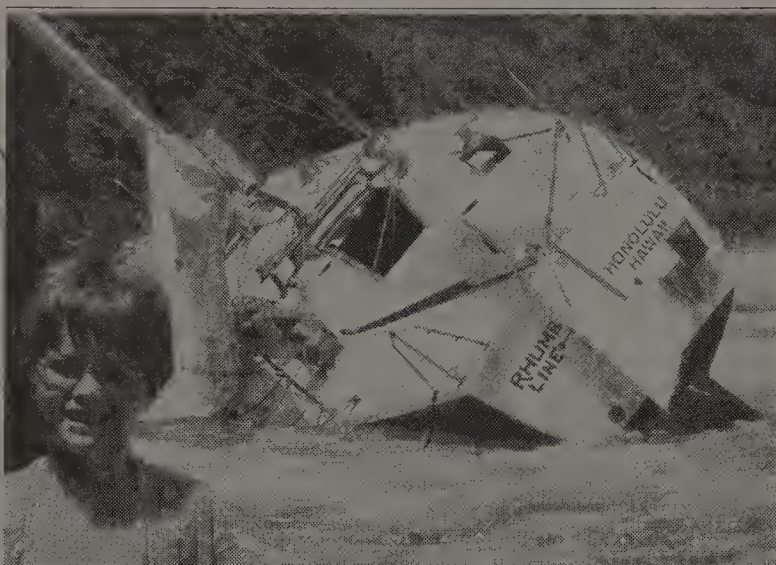
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CHANGES

event aboard Nels Torgerson's Morgan Out-Island 41 **Bronco**. "But perhaps next year you can remind folks not to run their deck level running lights and mast-head tricolors at the same time. It's pretty exciting to see five white-over-white and a red-over-red lights at night." Good point. But if we forget, point it out to the Grand Poobah so he can make an announcement during roll call.

"Awhile back you gave me some good information about transiting the Panama Canal," writes Christian Leube of the Islander 28 **Summertime**. "Now the boat and I are in Genoa, Italy, and I need to sail her to Sicily to start a job. What can you tell me about the winter weather for the sail from Genoa to Sicily?"

Sorry, but our expertise on winter sailing in the Med is limited to urging you to be very careful, as it can be very cold and rough. It should be doable, however, as long as you harbor hop down the west coast of Italy during periods of fair



The big danger is almost always not being too far offshore, but being too close to shore. Neal Ruxton took this photo of his son John standing next to a wreck near the entrance to Manele Bay Harbor, Lanai, last summer.

weather.

"From 1999 to 2001, my family as well as my sister and her daughter — a total of four adults and four children — lived aboard my 47-ft Vagabond ketch as we travelled from San Carlos, Mexico, through the Panama Canal, and into the

Caribbean, with stops in South America," reports Mrs. Ashley M. Dixon, captain of **Echelon**. "We're getting ready to return to the Sea of Cortez in the spring."

We're sorry, Ashley, but we didn't publish your Christmas poem because we don't publish *any* poems — let alone long ones. However, we'd certainly be interested in hearing more about your two-families-on-one-boat sailing adventures.

"I read two articles on octangenarian Harry Heckel's intended trip from Japan to Washington aboard his Tahiti sloop **Idle Queen**," writes Gregg

Johnson. "I then read that after being slowed and becalmed for long periods of time, he was stopped 750 miles south of the Aluetians. He then diverted toward San Francisco, then 'redirverted' to Hawaii'. What's the rest of the story?"

Sorry, Gregg, but we don't know the rest of the story. As we mentioned earlier in this month's *Cruise Notes*,



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singlehandlers don't much care for publicity. But maybe some of our readers know where Harry ended up.

Health problems kept Carl Mischka from doing his second Ha-Ha last November aboard the Newport Beach-based Oyster 48 **Ti Amo**, but he says things are looking up. "I've been able to visit Avalon to check out some new boat systems, and plan on heading south to Mexico in early January. I hope to see everyone at the Banderas Bay Regatta and elsewhere!

"**Adagio**, the Morrelli & Melvin 52 catamaran that my wife and I had built in New Zealand, is now at Sanctuary Cove Resort on the Gold Coast of Queensland, Australia," reports Steve Darden, formerly of Tiburon. "Happiness is a broadband connection on the boat, which is why it's fortunate that I was able to talk the IT Manager into allowing us to connect our wireless LAN to their corpo-



Steve Darden of 'Adagio' holds a Latitude while above Wineglass Bay, Bathurst Channel, on the east coast of Tasmania. If you think there aren't any more opportunities to go cruising away from the crowds, visit adagiomarina.com.

rate network. We have just done an update to our website, covering the cruising we did from last June to November from Tasmania up to the Great Barrier Reef. There are also lots of new photos in the 2002 section called 'Tasmania - Sailing Around Hobart'. In an attempt to convey

what some of these beautiful places are like, there are nine new panoramas. By the time Dorothy returns from her trip back to the States, we'll be making for Tasmania again and Southern summer cruising. Our current plan is to sail to New Zealand in April, Tahiti the following April, and Patagona that November."

The Adagio website — www.adagiomarine.com — is excellent.

"We had a light air motorsail through Mexico," reports Keith MacKenzie of the Vancouver-based Crowther 46 catamaran

What's Up Doc? "Unfortunately, we hit a large log at night, shearing off one of my carbon fiber rudders. We continued on another 1,000 miles with just the other rudder, and didn't have any problems. On the first 100 miles across the Gulf of Tehuantepec, we had 20 to 25 knots of wind, but then it settled down. We made a fuel stop in Guatemala, and were

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amazed at the amount of firepower the locals were packing! It was too much for this Canadian, so we left the same day. We had Papagayo winds occasionally up to 35 knots on our way to Costa Rica, and it seemed as though every time it got light and we shook a reef out, it started blowing again. We're now in Puntarenas, where checking in was free — although a local service offered to do it for \$150 U.S.! Actually, the best place to check in is at Caldera, as they have the Port Captain and Customs together, and Immigration

We're not sure what the rush is, but few sailors careen around the Pacific at a faster clip than Keith on 'What's Up Doc?'

nearby. The Costa Rica YC here in Puntarenas is excellent, but there's not much water at low tide. Carlos, the manager, speaks perfect English and helps at the drop of a hat. The yacht club has a security guard sweep through the moorings every half hour, 24 hours a day. There's also a nice swimming pool, and

hotel rooms for as little as \$45/night — if you need air-conditioned sleep. I think prices are lower here than in Mexico. The Ha-Ha was great fun and I hope to be able to do it again soon, but tomorrow we're off for the Panama Canal."

He's a busy man. **Jimmy Cornell** founded the Atlantic Rally for Cruisers (ARC), the granddaddy of all cruising rallies, 17 years ago. He sold that enterprise, with some regrets, a few years ago, but manages to keep plenty busy. In addition to running a new cruising website, noonsite.com, he's never stopped sailing. "Earlier this year I sailed from Europe to Ecuador, where I left my boat in a marina. I'll go back to the boat in February, at which time I plan to sail to the Galapagos, French Polynesia, and the rest of the South Pacific on my way to New Zealand by November." In the last 25 years, Cornell has sailed 150,000 ocean miles in a succession of boats.

It's another new year, so please make 2003 your best — and safest — cruising year ever. And don't forget to write!

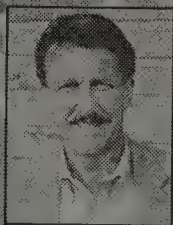
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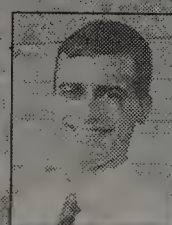
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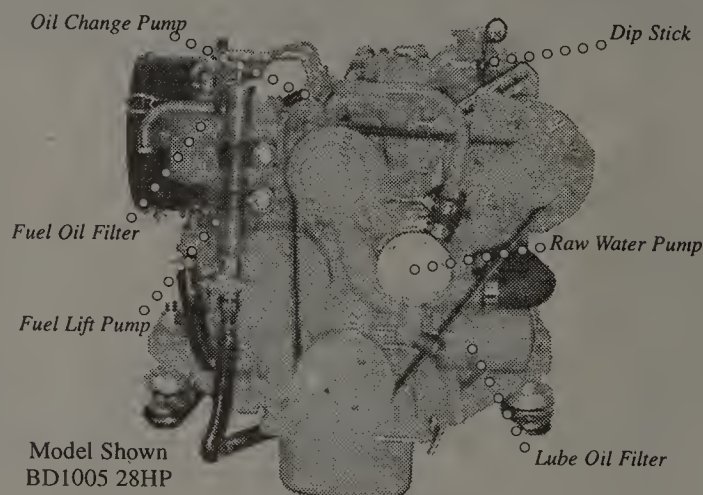
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11-FT ACHILLES, 1999 with 15 hp Mercury only two hours on both. Complete, like new. Complete with pump, storage case, etc. \$3,000/obo. Please call Tim (415) 420-9555.

EL TORO. Fiberglass sailing dinghy, mast, rudder and sails. Very good condition, recently painted and upgraded. \$650/obo. Call (415) 665-6204.

VANGUARD LASER, 1999. Radial rig. Two sails: one race sail and one practice sail. Seitech dolly, gear, hull and deck covers. Excellent condition and ready to go. Must sell. Asking \$2,750. Call Denise (925) 229-2731.

2000 MX-RAY. Superb condition, 3 North mains, covers, Seitech hiking strap and dolly, best blocks, goodies. 12'11" LOA x 5' beam, 115-lbs. Yellow hull, white deck. Planes upwind in 6 knots, will reach 20+. \$2,850. Call (206) 842-5863.

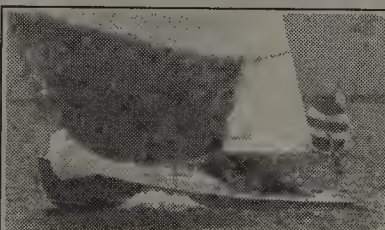
9-FT FATTY KNEES with sailing rig and oars. New \$3,700+. Now \$1,500. Call (415) 383-1985.

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24 FEET & UNDER

DRASCOMBE LUGGER 18, 1972. Excellent condition. Completely restored, beautiful boat. Tan bark sails, British Seagull engine, fiberglass hull with trailer. \$4,500. Call (530) 865-7532.

SCHOCK WAVELENGTH 24, 1984. PHRF racing sloop. Fresh bottom paint. Five sails, two mains, two jibs and spinnaker. On tandem trailer VHF, marine stereo, speedlog, two bulkhead compasses. Recent survey. \$6,600. (805) 543-0969 or email: cdory@aol.com.



RHODES 19. Amante. 2318. Twice SFYC Club Champion. Winner many CYC Mid-winters and Friday Night Series. Original red gelcoat. Doyle sails, trailer, Seagull outboard, lots of Harken racing gear. Custom boom, spinnaker pole and rudder. At SFYC drydock. \$4,500. Call Kirk (925) 820-2625.

MOORE 24 PROTOTYPE. Summertime. The boat that started it all, PHRF 147. Past winner of 3-Bridge, Ditch Run, Santa Cruz Champ of Champs and many others. Excellent doublehander. New galvanized trailer, new motor. \$7,500. Call Mario (831) 251-7632.

CATALINA CAPRI 22, 1985 with trailer and motor. Fixed keel, race package. All lines led aft, Harken hardware, new standing/running rigging. 2 mains, genoa, jib and spinnaker. CQ player. Loaded. Freshwater only. Fast clean boat. \$5,995/obo. Leave message (707) 337-7681 or email: snhaven@yahoo.com.

MONTGOMERY 15, 1981. New 2.5 hp Mariner outboard, Trail-Rite trailer. New bottom paint, cabin cushions, anchor, compass, full cover, etc. All in excellent condition. \$4,800. Call (619) 820-6412.

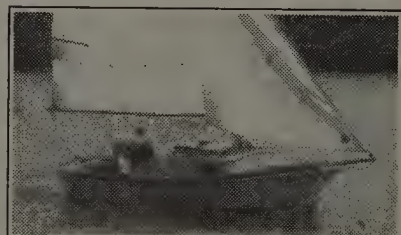
TANZER 22, 1973. Has all the standard gear in abundance plus VHF, depth, 5 bags sails, 2 poles, 9 hp O/B, fin bulb keel. Has fresh varnish and is clean. Sails well and is cheap to own and use. \$1,500. Call (510) 206-6445.

PEARSON ENSIGN 22, 1963. Price: \$2,950/obo. Fiberglass hull, Nissan 5 outboard, sails, boatcover, large cockpit. Great Bay boat. Ready to sail. Photo on Website: <www.sailsea.org> Also, 14.2 Capri dinghy and trailer, brand new Pineapple sails, \$750. Call (415) 775-8779.

LIDO 14, 1962 WITH TRAILER. Excellent condition. Light blue hull, current registration. \$1,295/obo. Located in Newport Beach, CA. Call (949) 279-3711.

MELGES 24, HULL #222. Fast boat. Proven race record. Good sail inventory. \$25,000/obo. Call (415) 601-1024.

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25 TO 28 FEET

COLUMBIA 26 Mk II, 1973. Dry-stored Napa area. Icebox, sink, 2-burner alcohol stove. 13-gal fresh water tank. Enclosed head with large hanging locker opposite. 8 hp Mariner. Needs cosmetic work. Asking \$3,800/obo. Photos available upon request. Please call (559) 661-0263 or email: bbradley58@attbi.com.



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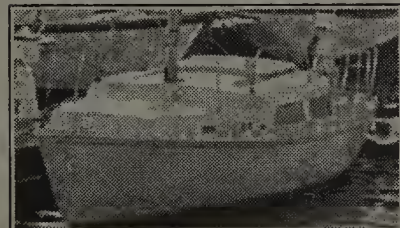
READY TO RACE, MULL 27-T4, 1976. Many sails including new Pineapple 155 and main. Star and radial spinnakers. Tuff Luff, Harken sheeting, radio, meter, sounder, hydraulics, self tailers. VYC berth. \$3,500/obo. Rick (707) 451-2846.

EXPRESS 27 WITH TRAILER. Ajax. Great boat in the best fleet. New sails, Bay and ocean race ready, cruise ready. New outboard. Extra stuff. All for \$18,500. Call Brett (510) 872-9933.

BRISTOL 27, 1977. 3/4 keel Alberg designed fiberglass cruising sloop. Very well built Rhode Island classic. Great condition, reliable Atomic 4, new standing rigging, sails in good condition, recent brightwork. Solid and dry, needs nothing. \$8,500. Call (415) 640-2416.

ISLANDER 28, 1979. Bob Perry designed, great shape. Newer sails, roller furling headsail, full batten main. Atomic 4 with new fuel tank. Great Bay boat. In Santa Cruz, tabernacled for upper harbor, must move. \$11,500. Call (408) 640-8941.

ERICSON 27. Docked at Brisbane Bay. \$8,500 with all the extras. Valued at \$12,000. Will consider share of ownership. Please call (408) 257-8371 for best offer or email jcreed99@aol.com.



CORONADO 25 SLOOP. In good shape. Fun, fast racer. Roomy, dry, wood-panel cabin sleeps 5 with galley, head. Mainsail, jib, rigging. 8 hp Nissan O/B. Beam 8-ft. Headspace 5'6". Moss Landing, North Harbor. \$3,000/obo. (831) 728-4302 or email: khitt@manynamespress.com.

COLUMBIA 27, 1977. Rebuilt Atomic 4 motor, two jibs and mainsail in good condition, fixed keel. Moored in Martinez. \$4,150/obo. Call (503) 803-4049 or (925) 229-9232.

MacGREGOR 26, 1990 with trailer. Swing keel, water ballast, CDI self-furling jib. Radar reflector, brand new 2002 Honda 9.9 XLS outboard with electric start and alternator. Main sail stow system, new electric panel, new gel battery. Porta-Potti, sink, stove, bottom paint, canvas pop-top, topping lift, halyards led aft. VHF with new antenna, depthfinder, anchor, swim ladder, good condition. Serious inquiries only. Asking \$10,990/obo. Call (707) 255-4599 or email: elzoro@ix.netcom.com.

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COLUMBIA 28, 1968. Berthed in San Francisco Marina. 30-ft transferable slip, great location. Atomic 4 gas. Good condition. See at: <www.geocities.com/iazule/sailboat.html> \$16,000. Please call (415) 931-5304 or (916) 803-6410 or email: gkmunoz@jps.net.



CATALINA 27, 1984. Excellent condition. Second owner. Universal 11 hp diesel, recent tune-up, new exhaust, chemically stripped 2 years ago. Roller furling, 120% genoa, 110% jib, reefable main, whisker pole. Beautiful teak interior. Sleeps 5, dinette layout, new head with holding tank, alcohol stove, sink, cooler, freshwater holding tank. VHF, depthsounder, knotmeter, compass. Two new batteries and bilge pump, shorepower, charger. \$15,950/obo. Call (925) 829-1839.

OLSON 25. Excellent condition. Brand new mast and all standing rigging, virtually all running rigging new. Class champion. Double-axle trailer, all extras including stove and head, ready to race or cruise. Complete sail inventory. One of a kind. \$13,500. Call (415) 383-9554.

ALBIN 28 CUMULUS, 1982. Gorgeous, sleek, fin keel sloop. Excellent Scandinavian build quality. Powerful 7/8 rig. Fast and seakindly. Yanmar diesel, folding prop, 2-speed self-tailing Lewmars. Very nice sails and general condition. Ready. \$15,000/obo. Call (510) 499-9211.

ESTATE SALE. 1974 Michel DuFour D-27. Bristol family cruising yacht with panache. Call for details. First owner's rep. No fees, commission or brokers. Filet at sirloin price, \$4.29/lb. Please call Michael (707) 782-1234.

29 TO 31 FEET

KNARR, #39, BUILT 1949. Probably the best on the Bay. Extensive structural renovation done by previous owner Jeremy Fisher-Smith and complete cosmetic restoration completed this year plus new full boat cover. Breathtaking in appearance and shape. Extensive sail inventory and Sausalito berth. \$12,500/obo. Please call Steve (415) 331-3745.

BABA 30, 1982 CUTTER RIG. Loaded. Start your cruising in paradise, located in Fiji. One of the nicest Baba 30s. All gear, sails, electronics in excellent condition. Epoxy bottom, Yanmar aux. \$65,000 US. Email: WCG4198@sailmail.com for details.



HUNTER 29.5, 1994. Loaded. Dodger, autopilot, roller furling, lazyjacks, full batten main, depthsounder, knotmeter, wind/speed, GPS. Yanmar diesel, VHF with cockpit mic and control. New unused main, asymmetrical spinnaker. All lines aft, two anchors, 8.5-ft dinghy with 3.3 hp Mercury outboard. Gas BBQ, cockpit cushions, H/C pressure water, new water heater, 3-burner propane stove and oven. Double propane tanks, three battery banks, cockpit cushions, manual and auto bilge pumps, stereo CD with cockpit speakers. Walk-thru transom, transom H/C shower on swim platform, queen berth aft. Pacific Marina, Alameda. \$44,000. Call (408) 267-3139.

ISLANDER 30 Mk II, 1973. Sails and motors very well, larger open interior plan with teak floor and cabinet work. 2 jibs, gas engine, VHF, GPS, depth, knot, stereo, propane stove, BBQ. \$11,200. Call Keith (415) 454-0110.



COLUMBIA 8.7, 1977. Designer Alan Payne. Great condition, Yanmar 13 hp diesel, new canvas, 7 sails, teak interior redone, headliner, carpet. Wheel steering, VHF, stereo, hot/cold pressure water, holding tank. Many extras. \$12,000/obo. Call Jeff (805) 750-2713 or email: CaptJeff46@aol.com.

31-FT GERMAN-MADE FIBERGLASS SLOOP. 8 months old. Due to my job I have to relocate and must sell this brand new boat. All varnished mahogany below. Self-tending jib on traveler, setup to singlehand and easy for a couple to sail. Only 80 hours on brand new Volvo engine. I have added VHF, cockpit speaker for VHF, spinnaker halyard led aft, bow and stern anchors, GPS. Documented with the US Coast Guard. Sold for \$108,000 in May of 2002 and I have added 4K worth of gear. \$90,000/firm. Call (415) 567-8880.

ERICSON 30+, 1984. Well equipped Mexico veteran. Universal 18 diesel, wheel, roller furling, teak interior, sleeps 6. 25 gal fuel, 43 gal water, 18 gal waste, pressure hot and cold. CQR, 2 Danforths, windlass, liferaft, much more. \$29,900. Please call (858) 459-6832 or email: kaukoe@juno.com.

NEWPORT 30 II, 1980. A well rigged, well maintained and a very competitive racer/cruiser with strong ODC fleet. Diesel, propane stove with oven. Spinnaker, GPS, VHF, MOB pole, full instrumentation, ground tackle, etc. Ready to go. \$17,600. Please call (650) 726-6131 or email: JKNicholas@attbi.com.



31-FT REG FREEMAN DESIGN, 1939. *Gamester II*. Built at the Johnson & Jago yard, Leigh-on-Sea, UK. Recent survey was excellent. A beautiful classic. Holiday sale price, \$25,000. For more info call Michael (360) 385-5527.

RAWSON 30 BLUEWATER CRUISER. Hull #48. Very sound. Isuzu diesel uninstalled, Borg-Warner transmission. Stainless alcohol stove, uninstalled. Storage galore, Lectrasan, new windlass, anchor and rode. 12,000 displacement, 5,000 ballast. Great boat, needs TLC. \$8,500/obo. Please call after 1/15/03: (510) 923-1383.

COLUMBIA 29 Mk II. Sparkman & Stephens, fresh A-4, 2 mains, 3 headsails, 2 anchors/tackle, CQR. Sleeps 5, dinette, galley, micro, enclosed head. New: Shaft, cutlass, seacocks, head. Good liveaboard or distance cruiser, fast. Can deliver in Bay/Delta. \$6,500/obo. (530) 673-0394 or (530) 300-3975.



LANCER 30, 1976. Ready to sail or live in. Very good condition. Sturdy racer/cruiser, fiberglass, keel. Interior redone. Sleeps 4. 25 hp outboard Johnson with control kit. Beautiful boat with lots of character. Emeryville. Pictures available. Call (415) 336-9283 or (419) 283-0359 or email: alexxandre@excite.com.



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PEARSON 30, 1977. Wheel steering, dodger, like-new main. Atomic 4 is blown, needs minor cosmetic work and bottom paint. Urgently selling all my boats. \$3,000. Email: lonlykoala@aol.com or call (510) 559-8942 or (510) 482-1866.

32 TO 35 FEET

SOVEREL 33, 1985. Santa Cruz. Racing equipped, full racing sail inventory plus cruising sails included. Entire boat including all equipment and instruments recently replaced or refurbished. Excellent condition. \$29,995/obo. Call (510) 548-8824.



HUNTER 32, 2001. Sleeps 6. Professionally maintained. Diesel has low hours. Ideal weekend boat, singlehand easy. Furling jib, lazyjacks, icebox, microwave, CD/radio, VHF, self-tailing winches, 2 anchors. See details at Website: <http://www.huntermarine.com/models/326> \$83,000. Call (408) 974-1292 or (408) 910-0081.

CATALINA 34, 1992. Excellent condition. Walk through transom, dinghy/motor, Universal M35 diesel, dodger, autopilot, refrigerator, propane stove/oven. VHF, depth, wind, knot, compass. Roller furling, dutchman, stereo, hot/cold water, 4 winches, 2 anchors. Ready to cruise. Alameda. \$69,500. (650) 961-4530 (eves).

CATALINA 320, 1995. Unusual and well maintained version of this model equipped for Bay, ocean and Delta challenges. Integral bimini/dodger combination with screens or curtains that enclose cockpit for another "cabin" topside. Wing keel, 4'3", allows shoal cruising or close-hauled pointing. Central air/heat, autoilot, GPS and B&G depth, knot, windspeed/direction indicators. Microwave, TV and 110v lights can be powered from a 50 amp inverter/charger backed by two type-D house batteries. Separate starter battery for Perkins 30 hp diesel engine. Jensen stereo/CD system. Cockpit repeater speakers for ship/shore and stereo. Wired for dockside phone/cable connections. Roller furling and Dutchman for mainsail quick-drop flaking. Located Alameda. \$79,900. Call Roger (510) 710-6822.

PEARSON 34, 1984. Very attractive cruiser / racer in excellent condition. Very clean in and out. Nicely equipped with furling jib, Universal diesel, fridge, dodger, stereo. \$51,000. Call (831) 464-2960.



ATKINS 32 WORLD CLASS CRUISER. Cutter. Traditional. Ferro. New diesel, radar, GPS, SSB, weatherfax, liferaft, Monitor. 7 sails, fixed and feathering props, building survey. Documented. See Website: <www.MendocinoDoors.com/Sailboat> \$38,000. Call (707) 964-8114.

HOBIE 33. Two keels, deep fixed and stock retractable. Two rudders, two outboards, new inventory, new standing and running rigging, good trailer, B&Gs, chartplotter GPS, etc. Lots of trophies. \$27,500/offer. Call (650) 854-0770.

DREADNOUGHT 32. Ketch rig with box masts, new tan barks, new 3 cyl Volvo installed. Much gear, never launched, needs interior. On trailer in San Diego. First \$10,000. Call (619) 322-9092.

CATALINA 34, 1989. Clean. Double reef main, rigid vang, newer roller furling jib. Cockpit cushions, canvas, dodger. New knot/depth, wind speed, VHF. Loran, CD/stereo. 3 new batteries, battery charger, microwave, refrigerator, custom mattress, Universal diesel. Located Alameda. \$59,995. Call (831) 461-1844.



WESTSAIL 32, HULL 408. Proven offshore cruiser. '94 Pacific Cup vet. Westerbeke 44a, new 2000. New main with Dutchman, radar, dinette floor plan. New canvas including dodger. Best offer. \$49,900. Call John (650) 872-1985 or email: Johnh@pcumail.com.

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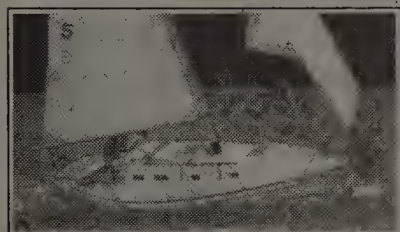
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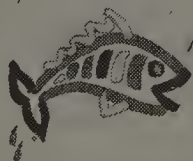


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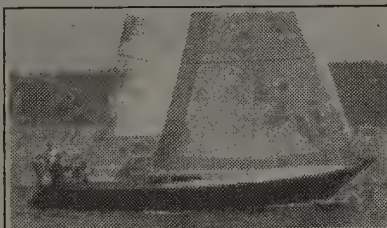
36 TO 39 FEET

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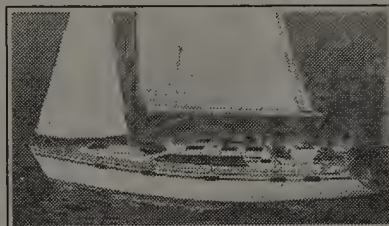
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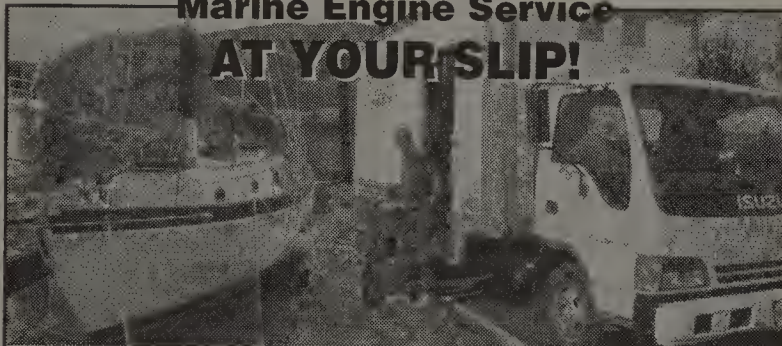
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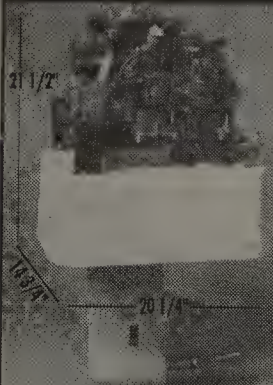
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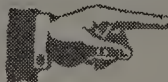
40 TO 50 FEET



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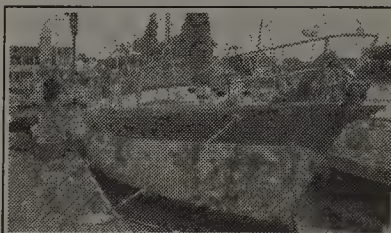
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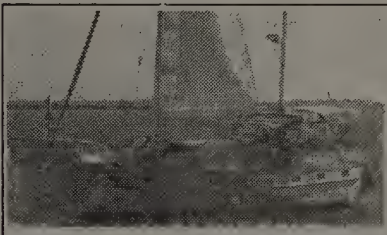
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51 FEET & OVER



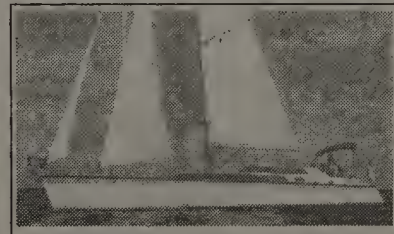
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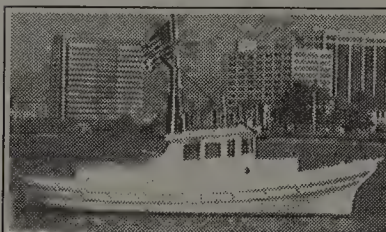
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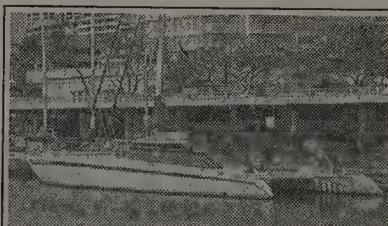


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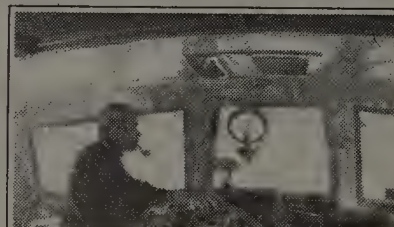
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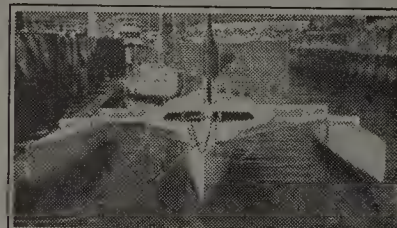
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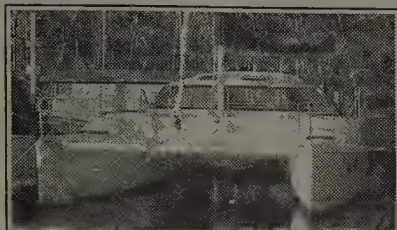
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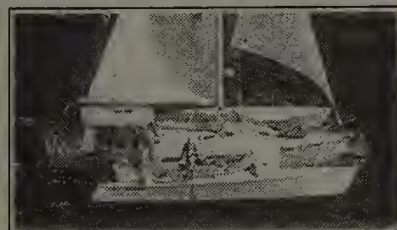
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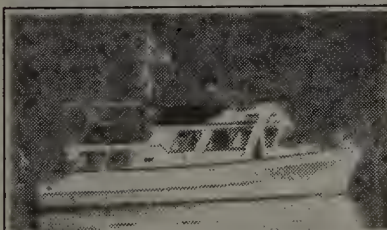


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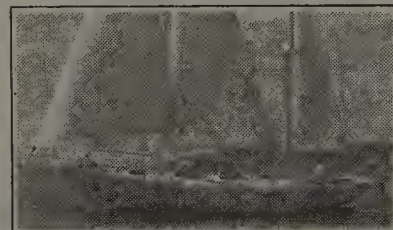


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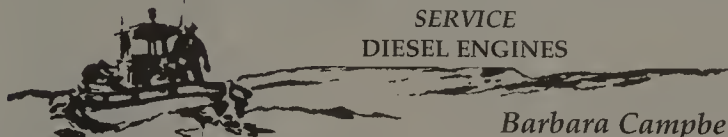


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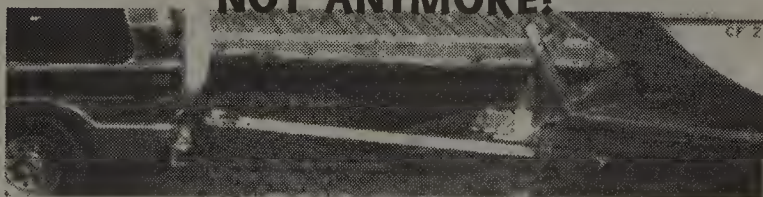
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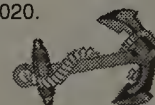
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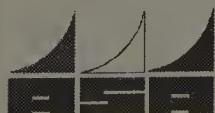
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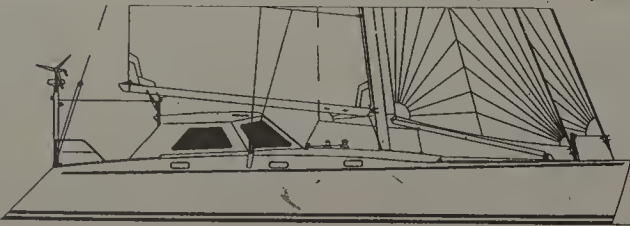
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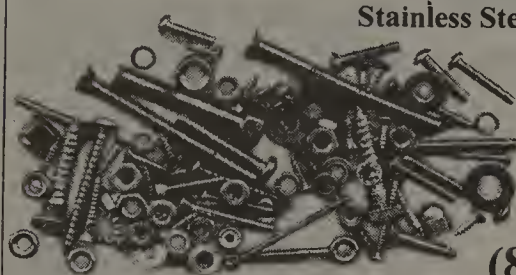
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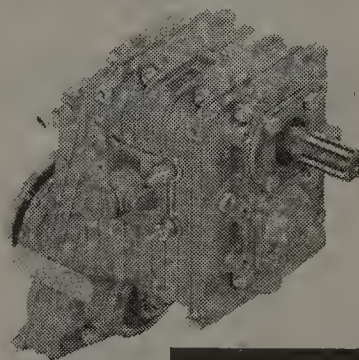


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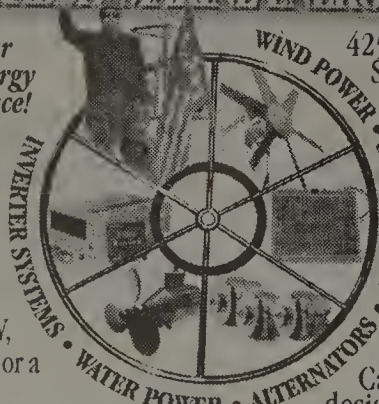
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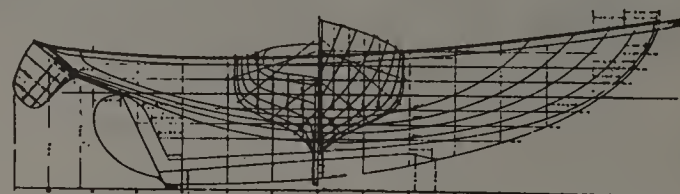
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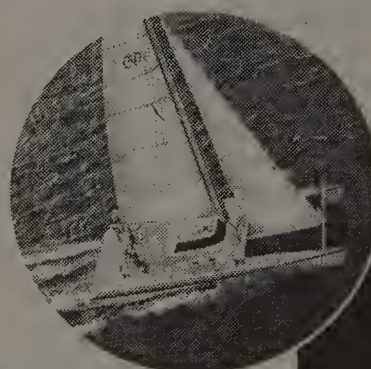
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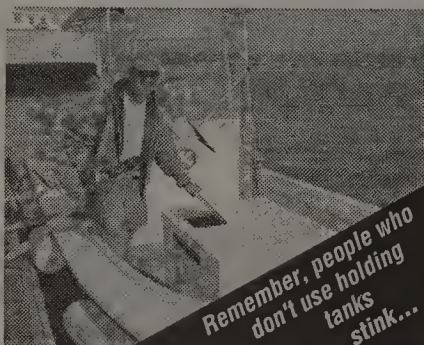
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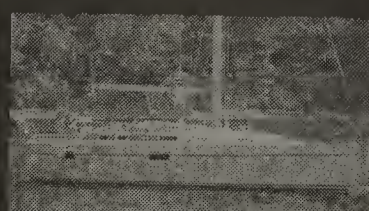
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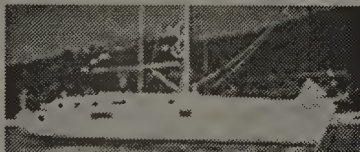
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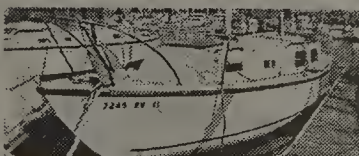
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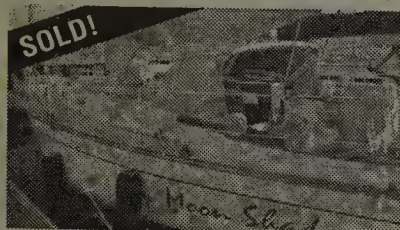


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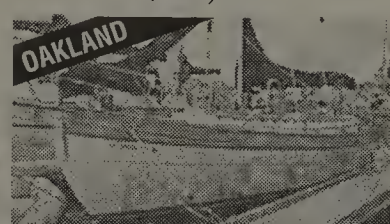


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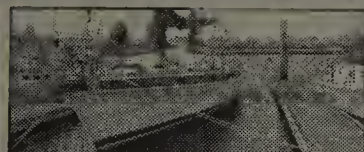
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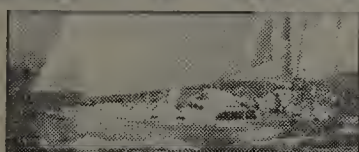
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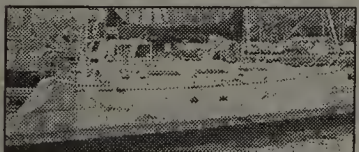
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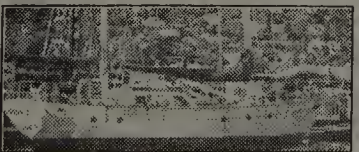
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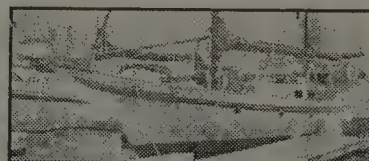
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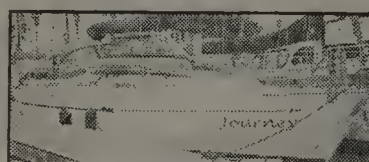
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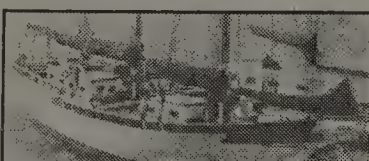
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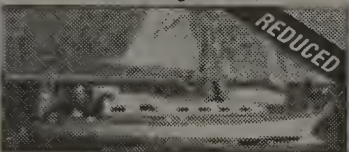
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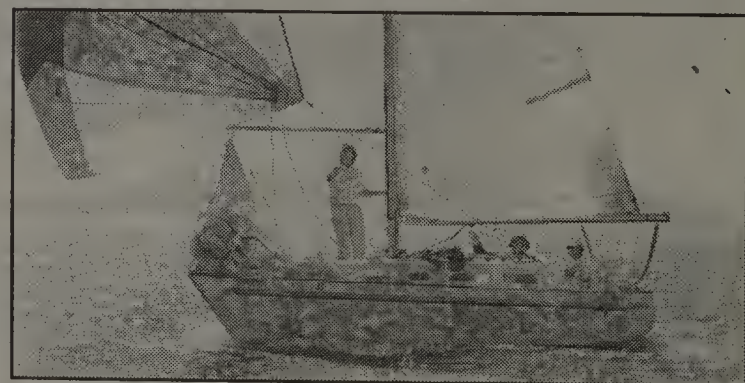
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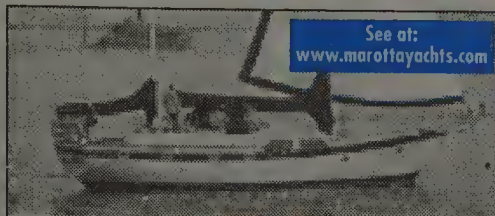
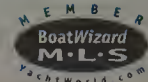
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Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Harken roller furling, full batten main and running rigging practically new. Sausalito Yacht Harbor slip can transfer. **\$175,000**



REDUCED

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40' JEANNEAU SUN ODYSSEY, 2001

Well equipped and very clean late model aft-cockpit cruiser with three staterooms, dual helms, low hours engine. Also dodger, full electronics, roller furler headsail. Note this is one of the few boats of this size with dual helms and is also the deep-draft version, preferable for the Bay. **Now \$164,500**



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43' HUNTER 430, 1995

Designed to deliver style and comfort in a vessel that's fast, easy to sail, stable and comfortable, this yacht will be available for inspection in early June. Original owner, boat captain-maintained, two-boat owner motivated. **Now \$149,000**



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38' CATALINA, 1998

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38' WAUQUIEZ HOOD, 1982

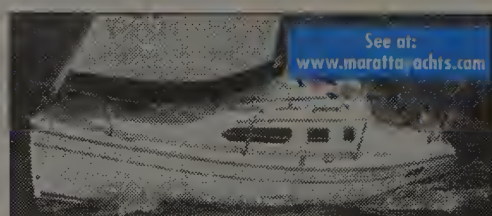
Exceptional European-built performance cruiser, the French equivalent of a Swan. This particular yacht has never been cruised and is Bristol inside and out—spacious interior done in rich ailed teak and tasteful dark blue fabric, and shows as new. Beautiful teak decks in fine shape, as is bottom and topsides. **\$99,000**



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32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. Transferable Sausalito Yacht Harbor slip. **\$79,000**



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29' HUNTER 290, 2000

For a boat this size, the Hunter 290 offers an amazing amount of space both above and below decks and was one of *Sail* magazine's "10 Best" for 2000; this particular boat is lightly used (only 57 hours on Yanmar diesel), well equipped and shows as new. **\$62,500**



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36' C&C, 1979

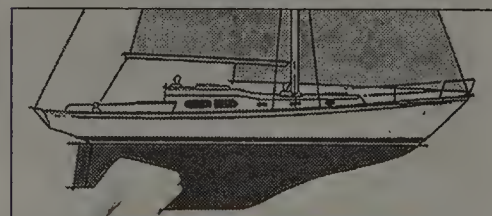
This well-found racer/cruiser is immaculate, shows more like a boat from the 1990s than actual age! Much updated equipment, new interior, new electronics (including radar), new running rigging, repowered with Yanmar diesel in '96. Fixed keel, roller furler, dodger, wheel steering. **\$59,900**



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36' ISLANDER, 1983

With almost 800 launched, the Islander 36 has proven to be one of the most popular 36' sailboats ever built, and this particular late-model vessel is VERY clean overall and her ailed teak interior shows as new. Also low hours on diesel engine, Harken roller furler with keel-stepped mast, updated rig, galley looks like it's never been used. **\$54,900**



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31' HUNTER, 1985

Built in the final year of production, this vessel is very clean, with the interior in particular showing Bristol. Roller furler, new jib and main sails, new canvas, new lifelines. Wheel steering, diesel engine. Transferable Sausalito YH slip. **\$33,000**



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35' ERICSON MKII, 1971

The Bruce King designed Ericson 35 is an affordable fiberglass aft-cockpit classic with a hand laid FRP hull, moderate draft, swept-back fin keel and semi-balanced spade rudder. She was produced essentially unchanged for almost 25 years, a testimony to the designer's talents. **\$22,500**



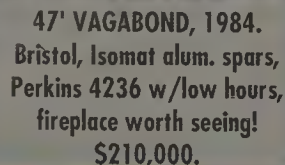
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30' ISLANDER, 1976

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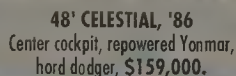
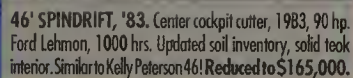
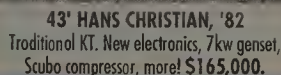
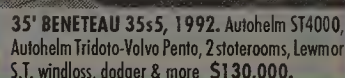
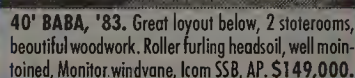
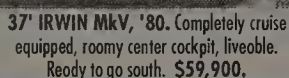
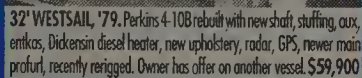


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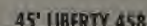
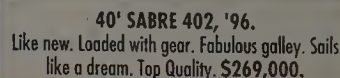
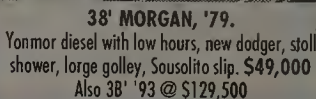
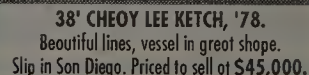
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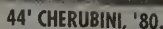
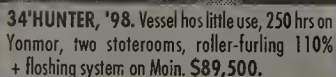
SAIL			35'	Santana	79	32,000	49'	Kha Shing flybridge MY	84	179,000
65' MacGregor	'86	109,000	35'	Island Packet	'92	139,000	50'	Chris Craft	'60	69,000
57' Bermuda ketch	'75	79,000	35'	Tradewinds	'84	88,000	49'	Steel commercial vessel		220,000
54' Roberts (steel)	'83	260,000	35'	Coronado	'73	26,000	49'	KHA Shing (2) '84 & '92		199,000
51' Beneteau	'87	125,000	35'	Chris Craft	2 from	26,000	46'	Bertram S.F. w/tower	'75	195,000
50' Gulfstar MKII	2 from	112,000	35'	Rafiki	'80	59,000	45'	Gulf Star MY	'79	198,000
48' C&C LF	'80	159,000	34'	CSC	'85	39,500	45'	Chris Craft	'62	59,900
47' Tayana	'91	265,000	34'	Catalina	'86	56,000	44'	Bestway C.P.M.Y.	'84	132,000
45' Freedom	'91	244,000	34'	Cal MkIII	'76	34,500	43'	Commercial SF cert.	'85	Inquire
45' Liberty 458	'83	198,000	33'	Hans Christian	4 from	99,000	42'	Grand Banks	'67	89,900
45' Hunter	2 from	122,000	33'	CSK	'65	18,900	42'	Uniflite	'80	109,000
44' Swan 441, refurbished	'79	209,900	33'	Norwest	(2) '77	55,000	40'	Marine Trader new eng.	'79	84,900
44' Norman AC	'80	185,000	32'	Pearson Vanguard	'63	29,500	40'	Owens	'84	26,000
44' Christian motorsailer	'67	44,000	32'	Herreshoff	'88	45,000	40'	Bluewater	'80	65,000
44' Peterson	'81	115,000	31'	Pacific Seacraft Manah	'80	80,000	38'	Chris Craft SF, new dsis	'65	49,000
44' Lapworth CC	'77/84	99,000	31'	Sea Runner trimaran	'78	27,500	38'	Californian		59,000
44' Lancer	'80	90,000	30'	Spidsgrater	'47	42,000	38'	Matthews	'39	59,950
43' Gulfstar	'76	89,900	30'	Hunter	'90/92	35,000	38'	Mediterranean	2 from	158,000
43' Wauqueiz	'82	159,500	30'	Lancer Mk V	'80	25,000	37'	Carver	'94	179,900
43' Hans Christian	Reduced	165,000	30'	Tartan	'75	24,000	36'	Swanson	'38	28,000
43' Spindrift PH	2 from	95,000	30'	Santana	'75	19,500	34'	Uniflite	'77	35,000
43' Serendipity	'81	86,500	30'	Catalina	(2) '77 & '85	18,900	34'	Chaparral	'92	34,500
43' Endeavour	'81	175,000	30'	Cal 9.2R	'83	24,000	34'	Sea Ray	'86	56,000
42' Custom Schooner	'72	39,000	30'	Cal	'69	15,000	34'	Silverton	'90	79,000
42' Lu-kat	'00	299,000	30'	Lyle Hess NICE	'97	145,000	34'	CHB	'72	59,900
42' S&S	'70	57,500	29'	Ericson	'73	18,000	33'	American Marine	'73	69,900
41' CT 72e73	from	55,000	29'	C&C	'86	24,000	33'	Jeffries	'52	39,000
41' Ericson	'66	45,000	29'	Hunter	'80	65,000	32'	Bayliner 3270	'86	52,000
39' Cal	'82	77,500	28'	Tradewinds	'67	24,500	32'	Grand Banks	'68	50,000
38' Downeaster	2 from	55,000	28'	Jensen	'60	22,000	32'	Nunes	'36	25,500
38' Morgan 381	'93	129,500	28'	Hunter	'96	39,500	32'	Tolly Craft	'64	26,500
38' Morgan	'79	52,000	27'	Newport	2 from	12,000	32'	Grand Banks	'73	47,000
37' Rafiki	'77	75,000		POWER			31'	Chris Craft	'01	89,000
37' Islander	'86	65,000	82'	Huckins MY FRP	'77	200,000	29'	Wellcraft	'85	29,750
37' O'Day	'80	49,000	65'	Pacemaker cert. 49 + bus.	'72	499,900	29'	Silverton	'85	26,000
36' Cape George NICE	'90	152,000	60'	Hartog	'84	99,000	28'	Penn Yan	'80	18,000
36' Islander Freeport	'79	65,000	58'	Spindrift	'85	319,000	27'	Grady White	'98	85,000
36' Islander	'75	39,000	57'	Burger (alum flybridge)	'62	395,000	26'	Clipper Craft	'86	11,500
36' Custom Schooner	'72	39,000	57'	Chris Craft	2 from	155,000	25'	Chris Craft Romer	'58	29,750
36' Hunter	'80	31,900	56'	Fellows & Stewart	'27	55,000	25'	Bayliner	'85	16,500
36' Catalina	'92	84,000	55'	Stephens	'58	199,000	24'	Bayliner	'01	39,000
35.51st. Beneteau 92	'92	89,000	55'	Stephens MY	'58	179,500	23'	Blackman	'81	38,000
35.5Hunter	'91	59,500	53'	Hatters convertible	'72	249,000	22'	Grady White	'88	29,000
35' Cheoy Lee NICE	'79	64,500	52'	Hershin CMY	'85	274,500	21'	Sportfisher	'74	8,750
35' Ericson	'79	33,000	52'	Libertyship	'60	110,000	20'	Pac City Dory	'75	10,000



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Newer Yanmar diesel, 1100 hrs., main, working jib, yankee, staysail, gennaker, non skid decks, electric anchor, windlass, A.P., SSB/Ham, radar 64.560 **\$64,500**



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\$55,000.

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26' CLASSIC MOTOR LAUNCH. Cherokee is a well-known, much loved member of the SF Bay Classic Fleet. Dsl engine, tons of charm, beautifully decorated. Asking \$27,250.



33' CHRIS CRAFT EXPRESS. Twins, flybridge, pilot-house, radar, AP, GPS, all glass, ideal family cruiser/spartfisher. Very nice condition, more! Ask \$29,000.



TRADEWINDS 33' MOTORSAILER. Copper riveted teak, dsl, canvas enclosures, full galley, sparkling varnish. STUNNING BEAUTY, great cruiser! \$34,500.



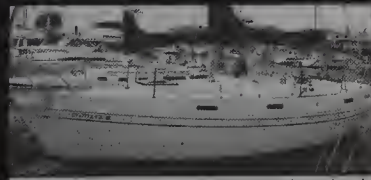
36' FRIENDSHIP SLOOP. Excellent Earl James Co. fiberglass construction. Lead keel, a/b, galley. Beautiful traditional lines, sleeps 4, sails great, turns heads wherever she goes. Asking \$26,000.



30' CATALINA SLOOP. Diesel, double lifelines & pulpits. Nice & clean example of one of the most popular designs afloat. Comfortable & fun! Asking \$27,200.



31' LOA H-28 KETCH. L. Francis Herreshoff's legendary full keel cruiser. Spinnaker, I/B, AP, head, galley. Mahogany anark, lead ballast, full cover, BEAUTIFUL! Asking \$22,000.



32' CORONADO CENTER COCKPIT sloop, diesel (130 hrs on clock), very roomy. Wm. Tripp design, glass, wheel, 5 bags Hood sails, shower & more. Unusually clean & well maintained. Asking \$19,000.



29' WELLCRAFT EXPRESS CRUISER in EXCEPT'NAL CONDITION. Much sought after model, trim tabs, twin 230hp Mercruiser V-8s, swim plat. Outriggers, galley, shower, much more! Asking \$27,950.



49' CLASSIC YACHT by H.B. Fish Yard, 1930. Raised deck, Tri Cabin Express Cruiser w/ hard canopy, aft deck. Beautiful major restoration, late 1980s, teak decks, twins just rebuilt, more! Asking \$45,000

SAIL

68' PILOT CUTTER 'AEOLUS', Big, trad. ocean racer, rebuilt 1990. Must see! 69,500
66' STA'S'L SCHDCK/BDEING SCHDDNER, 1934. Rebuild just completed. Some refit left. Dsl 150,000/offers
55' LESTER STONE Classic Yawl, dsl, lots equip., great cruiser Ask 44,000
51' LESTER STONE Traditional Ketch. Just rebuilt, dsl, SUPER BOAT. Ask 97,500
48' DA, 36' DD, Classic. 1937 Gaff yawl, dsl, wormth & charm Ask 30,000
43' DUTCH STEEL PH KETCH, dsl, dual helms, lots done, some more to do. \$9,000
43' LOD, ALDEN SCHDDNER of Lake Tahoe. 1931, teak decks, dsl, more. Charter business opportunity. Asking \$5,000
41' BLDCK ISLAND CTR. Dsl, roller furl, wheel, Dbl-ended. Beaut. interior, tough cruiser w/great potential Ask 49,500
40' KETTENBERG sloop, dsl, clean 26,000
39' TRADITIONAL DANISH KETCH, double-ended, dsl, copper riveted, wheel, priv. stateroom. A big, strong Scandinavian looking for love 34,500/offers
36' SAM CRDCKER CLASSIC SCHOONER, by Boston's LAWLEY YARD. Dsl. Great lines & layout. A winter project worth doing & is operational now. WONDERFUL BARGAIN at Asking 6,900
36' PACIFIC SEACRAFT CTR, strong, loaded, dbl-ended cruiser Ask 80,000
34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty. Ask 24,950
33' RHODES WINDWARD, famous design, sloop, I/B Asking 12,000
32' WESTSAIL CTR, F/G, dsl, more 37,950
30' ISLANDER, dsl, spin 13,500
30' BIRD classslp, classic, well-found, GREAT condition, w/fresh D/B 9,600
30' CAL 230, slp, dsl Asking 22,000
30' MORGAN 30-2 performance cruising sloop, I/B, very deon 22,000
30' CHEOY LEE Bermuda sloop, riveted teak, much recent work, D/B. Asking 9,500
29' PHIL RHODES slp proj. boat Ask 6,000
28' ELDRIDGE McGINNIS SAMURAI SLP. Dsl, quality wood, full cover, good opportunity & good cruiser 6,900/offers
27' CATALINA, I/B, spin 12,000
27' HUNTER sloop, dsl I/B plus O/B, roller furling, more! Nice boat. Ask 12,000
26' S-2 SLP Dsl, glass center cockpit, aft cabin, Avon & mtr & more. 17,500/ask
26' THUNDERBIRD sloop, D/B, race equipped, full cover, good fun/starter boat Only 1,500/offers
24' EDMONK, Sr., classic '47 sloop, dsl, nice w/much recent work. Asking 8,500
19' SAM OVELIN "WINTER WREN". Legend-ary cruiser/trailer-sailer. Loaded w/top-quality gear including wood stove. Must see! A masterpiece! ... Asking 16,500

POWER

70' EURDPA TYPE TRAWLER, Con. built, loaded & in excellent condition. Economical Cummins V-12 power. An out-standing vessel Asking 199,000
61' STEEL TUG, recent refit, 600+hp Cat dsl, good condition Try 45,000/offers
50' STEPHENS AFT CABIN, flush deck motor yacht, '65, F/B, PH, twin 671 diesels, 12K genset 98,500/offers
46' LAKE UNION CLASSIC, just rebuilt, radar, new twin dsl, gen & more! 79,500
45' CHRIS CRAFT cruising houseboat, radar, genset, loaded 89,500
44' MARINE TRADER TRAWLER, tri-cabin, dsl, radar, plotter, 2 helms, much more! Very desirable boat ... Asking 70,000
42' OLYMPIC 1929 CLASSIC. Twin diesels, tri-cabin Asking 65,000
42' SUNNFJORD FB, aft stateroom, sedan cruiser, diesel, loaded, very high quality, genset, 2 heads ++ 142,000
38' TOLLYCRAFT sedan trawler w/twin turbo diesels, FB, quality \$9,500
36' BREUIL sport fish, F/G, twins, F/B, gen set, lots of potential Try 7,700

35' CHRIS CRAFT Exp., twins, chn. 15,200
34' CHRIS CRAFT Commander, '63, twin gos, great boat 26,500
33' CHRIS CRAFT sdn, '48, sharp! .. 8,500
31' PACEMAKER SPORTFISH, beautiful condition, near new twins Ask 32,000
29' TOLLYCRAFT BRIDGE DECK cruiser, twins, just hauled, runs well, BARGAIN! 8,500
28' BAYLINER Sunbridge, '80. Try 15,000
28' CARVER, nice/roomy, D/D 12,950
28' CLASSIC DEWEY EWERS sedan cruiser, V-8, show winner 75,000
28' CHRIS CRAFT Covolier, nice 12,000
26' BAYLINER 2352 TROPHY, '00, trlr, o/d, only 10 hrs on dock! 38,500
25' BAYLINER CIERRA, '88, very nice. Full Delto canvas Asking 39,500
25' HERRESHOFF-STYLE TUG, dsl, very nice design, lots of character 8,000
23' FORMULA THUNDERBIRD w/trlr, VB, GPS, VHF, depth, downriggers, chart plotter & more Asking 12,000
22' CROWLINE CUDDY w/trlr, 350 Cobra VB, very sharp Asking 16,500
20' SEA SWIRL, '96, trlr, 225hp .. 23,000
18' SEARAY, trlr 15,500



35' TAHITI KETCH. Dsl, teak & apitang, bronze, lead, new teak decks. Interior finishing needed. Vane, windlass, dodger, new Norseman rig, watermaker, dink, roller furling & more! Asking \$11,900.



39' CHINESE JUNK, AFT CABIN, ctr ckpt, dsl. Built of teak & mahogany, banze fastened, claw foot tub/shower, galley, salon, dink on davits. Well-found character boat, lots of fun and comfort. \$39,500.



40' CAL SLOOP. Dsl, wheel, dodger, great rig, 12 bags sails, spinn, self-td jib, 8 winches, H&C press H2O, pulpits & lifelines, new dark green LPU, settee, lots new! **VERY CLEAN & MORE!** Asking \$39,000.



43' STEPHENS SEDAN CRUISER. Launched 1955. FLEETWOOD is in EXTRA-EXTRA fine condition. Twins, looks better than new inside and out. Must be seen! **WONDERFUL YACHT!** Asking \$115,000.



46' GAFF TOPS'L SCHOONER designed & built by legendary Wm. Garden in '42. Escapade is cedar over oak w/1,408 ft² of sail. Valva dsl, only 60 hrs reported. 6'10" headrm, great layout. Very rare offering. Ask \$79,000.



41' COLUMBIA CENTER COCKPIT SLOOP. Full dodger, wheel steering, diesel, heater, radar, AP, furling, king aft stateroom, LOADED, ready to cruise/live aboard. **LOTS OF GEAR!** Asking \$69,500.

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